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SESSIONAL PAPERS

VOLUME 6

FOURTH SESSION OF THE THIRTEENTH PARLIAMENT

OF THE

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Report of the Auditor General for the year ended March 31, 1919, Volume II, Parts K to S. Presented by Sir Henry Drayton, March 29, 1920..*Printed for distribution and sessional papers.*

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3. Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1921. Presented by Sir Henry Drayton, March 22,1920..*Presented for distribution and sessional papers.*

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8. Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1918, Volume I, Insurance Companies other than Life; Volume II, Life Insurance Companies. Presented by Sir Henry Drayton, March 2, 1920..*Printed for distribution and sessional papers.*

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11. Annual Report of the Department of Customs and Inland Revenue, containing accounts of revenue with statements relative to the Imports, Exports, Customs and Inland Revenue of the Dominion of Canada, for the fiscal year ended March 31, 1919, as compiled from official returns. Presented by Hon. Mr. Burrell, March 4, 1920.
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17*c*. Census of Industry—Pulp and Paper..*Printed for distribution and sessional papers.*

18. Annual Report of the Department of Immigration and Colonization, for the fiscal year ended March 31, 1919. Presented by Hon. Mr. Calder, March 3, 1920........................*Presented for distribution and sessional papers.*

19. Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1919. Presented by Hon. Mr. Reid, March 10, 1920........................*Printed for distribution and sessional papers.*

20. Annual Report of the Department of Railways and Canals, for the fiscal year from April 1, 1918, to March 31, 1919. Presented by Hon. Mr. Reid, May 20, 1920........................*Printed for distribution and sessional papers.*

20*a*. Canal Statistics for the season of navigation of 1919........................*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada year of 1919........................*Printed for distribution and sessional papers.*

20*c*. Fourteenth Report of the Board of Railway Commissioners for Canada, for the year ending March 31, 1919. Presented by Hon. Mr. Reid, March 19, 1920........................*Printed for distribution and sessional papers.*

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20*d*. Fifteenth Report of the Board of Railway Commissioners for Canada, for the nine months ending December 31, 1919. (Manuscript copy.) Presented by Hon. Mr. Reid, April 19, 1920.

21. Fifty-second Annual Report of the Department of Marine and Fisheries, for the year 1918-19—Marine. Presented by Hon. Mr. Ballantyne, March 1, 1920........................*Printed for distribution and sessional papers.*

22. Marine and Fisheries—List of Vessels, year 1919........................*Printed for distribution and sessional papers.*

23. Supplement to the Fifty-second Annual Report of the Department of Marine and Fisheries for the fiscal year 1918-1919 (Marine)—Steamboat Inspection Report. Presented by Hon. Mr. Ballantyne, March 1, 1920.
Printed for distribution and sessional papers.

24. Report of the Postmaster General for the year ended March 31, 1919. Presented by Hon. Mr. Rowell, March 2, 1920.
Printed for distribution and sessional papers.

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25. Annual Report of the Department of the Interior, for the fiscal year ended March 31, 1919. Presented by Hon. Mr. Meighen, March 10, 1920........................*Printed for distribution and sessional papers.*

25*a*. Report of the Topographical Surveys Branch of the Department of the Interior, year 1918-1919.
Printed for distribution and sessional papers.

25*b*. Sixteenth Report of the Geographic Board of Canada, containing all decisions from April 1, 1917, to March 31, 1919. Presented by Hon. Mr. Meighen, April 28, 1920........................*Printed for distribution and sessional papers.*

26. Report of the Geological Survey Branch, Department of Mines, year 1919 *Printed for distribution and sessional papers.*

26*a*. Summary Report of the Mines Branch of the Department of Mines, for the year ending December 31, 1919.
Printed for distribution and sessional papers,

27. Report of the Department of Indian Affairs for the year ended March 31, 1919. Presented by Hon. Mr. Meighen, March 16, 1920........................*Printed for distribution and sessional papers.*

28. Report of the Royal Northwest Mounted Police for the year ended September 30, 1919. Presented by Hon. Mr. Rowell, March 22, 1920........................*Printed for distribution and sessional papers.*

29. Report of the Secretary of State of Canada for the year ended March 31, 1919. Presented by Hon. Mr. Sifton, March 10, 1920........................*Printed for distribution and sessional papers.*

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(*This volume is bound in two parts.*)

30. (Sessional Paper No. 18, 6-7 Edward VII, Rev. Ed.) Second Annual Report of the Historical Documents Publication Board, together with accompanying printed volumes, being the second edition, revised and enlarged, of the first volume of the Constitutional Documents relating to Canada 1759-1791, now issued in two parts. Presented by Hon. Mr. Rowell, March 18, 1920........................*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 10.

32. Eleventh Annual Report of the Civil Service Commission of Canada, September 1, 1918–December 31, 1919. Presented by Hon. Mr. Sifton, April 16, 1920............................*Printed for distribution and sessional papers.*

33. Annual Report of the Department of Public Printing and Stationery for the fiscal year ended March 31, 1919. Presented by Hon. Mr. Sifton, June 8, 1920..............................*Printed for distribution and sessional papers.*

34. Report of the Secretary of State for External Affairs, for the year ended March 31, 1919. Presented by Hon. Mr. Rowell, April 22, 1920..............................*Printed for distribution and sessional papers.*

35. Report of the Minister of Justice as to Penitentiaries for year ending March 31, 1919.
Printed for distribution and sessional papers.

36. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending March 31, 1919. Presented by Hon. Mr. Guthrie, May 28, 1920..............................*Printed for distribution and sessional papers.*

37. Report of the Department of Labour for the year ended March 31, 1919. The Senate.
Printed for distribution and sessional papers.

38. Annual Report of the Editorial Committee for the year 1920. Presented 1920.
Printed for distribution and sessional papers.

39. Report of the Department of the Naval Service, for the fiscal year ending March 31, 1919. Presented by Hon. Mr. Ballantyne, March 1, 1920..............................*Printed for distribution and sessional papers.*

40. Fifty-second Annual Report of the Fisheries Branch of the Department of the Naval Service, 1918. Presented by Hon. Mr. Ballantyne, March 11, 1920..............................*Printed for distribution and sessional papers.*

1. Report of the Joint Librarians of Parliament. Presented by Hon. Mr. Speaker, February 26, 1920........*Not printed.*

42. Copy of the Treaty of Peace between the Allied and Associated Powers and Bulgaria, signed at Neuilly-sur-Seine on the 27th day of November, 1919. Presented by Hon. Mr. Rowell, February 26, 1920.
Printed for distribution to senators and members.

42*a*. The Czecho-Slovak Minorities Treaty—Treaty between the Principal Allied and Associated Powers and Czecho Slovakia, signed at Saint-Germain-en-Laye, September 10, 1919. Ratification on behalf of Canada authorized by Order in Council of December 1, 1919. Presented by Hon. Mr. Rowell, March 1, 1920.
Not printed.

42*b*. The Serb-Croat-Slovene Minorities Treaty—Treaty between the Principal Allied and Associated Powers and the Serb-Croat-Slovene State, signed at Saint-Germain-en-Laye, September 10, 1919. Ratification on behalf of Canada authorized by Order in Council of December 1, 1919. Presented by Hon. Mr. Rowell, March 1, 1920.
Not printed.

42*c*. Arms Traffic Convention—Convention for the control of the trade in arms and ammunition, and Protocol, signed September 10, 1919. Ratification on behalf of Canada authorized by Order in Council of December 9, 1919. Presented by Hon. Mr. Rowell, March 1, 1920..............................*Not printed.*

42*d*. Liquor Traffic Convention—Convention relating to the liquor traffic in Africa, and Protocol, signed at Saint-Germain-en-Laye, September 10, 1919. Ratification on behalf of Canada authorized by Order in Council of December 1919. Presented by Hon. Mr. Rowell, March 1, 1920..............................*Not printed.*

42*e*. Berlin and Brussels Acts Convention—Convention revising the General Act of Berlin, February 26, 1885, and the General Act and Declaration of Brussels, July 2, 1890, signed at Saint-Germain-en-Laye, September 10, 1919. Ratification on behalf of Canada authorized by Order in Council of December 9, 1919. Presented by Hon. Mr. Rowell, March 1, 1920..............................*Not printed.*

42*f*. Return to an Address to His Excellency the Administrator, of the 22nd March, 1920, for a copy of the Orders in Council of December 1, 1919, and December 9, 1919, respecting ratification of the treaties and conventions laid before the House of Commons on Monday, March 1, 1920 Presented March 29, 1920, Mr. Fielding....*Not printed.*

42*g*. Copy of the English text of the Treaty between the Principal Allied and Associated Powers and Rumania, signed at Paris, December 9, 1919. Presented by Hon. Mr. Rowell, April 14, 1920..........................*Not printed.*

42*h*. Copy of the agreement of September 10, 1919, between the Allied and Associated Powers with regard to the contributions to the cost of liberation of the territories of the former Austro-Hungarian monarchy, and copy of Declaration dated the 8th of December, 1919, modifying this Agreement. Presented by Hon. Mr. Rowell, April 21, 1920..............................*Not printed.*

42*i*. Copy of Agreement of September 10, 1919, between the Allied and Associated Powers and Italy with regard to the Italian reparation payments and copy of Declaration of December 8, 1919, modifying this Agreement. Presented by Hon. Mr. Rowell, April 21, 1920..............................*Not printed.*

43. Order in Council, P.C. 69, dated February 28, 1920, Payment of Command Money to Captain Superintendents H.M.C. Dockyards. Presented by Hon. Mr. Ballantyne, March 1, 1920..............................*Not printed.*

43*a*. Copy of Order in Council, P.C. 566, dated March 17, 1920: Cancellation of Orders in Council authorizing and governing the payment of Separation Allowance to dependents of Officers and Men in the Canadian Naval Service Presented by Hon. Mr. Ballantyne, March 22, 1920..............................*Not printed.*

43*b*. Order in Council, P.C. 559, dated 17th March, 1920: Naval Forces of Canada, including the Naval Volunteer Forces, placed on a peace footing. Presented by Hon. Mr. Ballantyne, March 25, 1920..............*Not printed.*

43*c*. Copy of Order in Council P.C. 1061, dated 15th May, 1920: Payment of Gratuity to Ratings and Warrant Officers of the Royal Canadian Navy. Presented by Hon. Mr. Ballantyne, May 21, 1920..................*Not printed*

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43*d*. Copy of Order in Council, P.C. 1005, dated 20th May, 1920; Engagement of Seamen in Royal Canadian Navy. Presented May 31, 1920. Mr. Hocken........*Not printed.*

43*e*. Order in Council, No. P.C. 1155, dated May 22, 1920,—Amendments to Rates of Pay for Surgeon Lieutenants, Royal Canadian Navy. (Sessional Papers, 1920, No. .) The Senate........*Not printed.*

44. Amendments to Radiotelegraph Regulations, Nos. 78, 25 and 104. Presented by Hon. Mr. Ballantyne, March 1, 1920........*Not printed.*

44*a*. Amendment to Radiotelegraph Regulation No. 92. Presented by Hon. Mr. Ballantyne, March 15, 1920. *Not printed.*

45. Copy of the International Opium Convention, signed at The Hague, January 23, 1912, and ratified January 10, 1920. Presented by Hon. Mr. Rowell, March 2, 1920........*Not printed.*

46. Copy of an Agreement between His Majesty the King and the Grand Trunk Railway Company of Canada. Presented by Hon. Mr. Reid, March 2, 1920........*Not printed.*

47. Copy of Order in Council, P.C. 2596, dated 31st December, 1919—Air Regulations, 1920. Presented by Hon. Mr. Sifton, March 2, 1920........*Not printed.*

47*a*. Report of the Air Board, for the fiscal year ending March 31, 1920. Presented by Hon. Mr. Sifton, April 20, 1920. *Not printed.*

47*b*. Copy of Order in Council, P.C. 826, dated 19th April, 1920, respecting the reorganization of the Air Board. Presented by Hon. Mr. Sifton, April 20, 1920........*Not printed.*

48. Copy of correspondence in respect to the resignation of the Chief Commissioner of the Board of Commerce. Presented by Sir George Foster, March 2, 1920........*Not printed.*

48*a*. Copy of correspondence relating to the resignation of Judge Robson as Chairman of the Board of Commerce of Canada. Presented by Sir Robert Borden, June 26, 1920........*Not printed.*

49. Statement supplementary to that of 13th September, 1919, of Superannuation and Retiring Allowances in the Civil Service between the said date and the 31st December, 1919, showing name, rank, salary, service allowance and cause of retirement of each person superannuated or retired, also whether the vacancy has been filled by promotion, or by appointment, and the salary of any new appointee. Presented by Sir Henry Drayton, March 2, 1920........*Not printed.*

49*a*. Return to an Order of the House of the 22nd March, 1920, for a Return showing the cases in which, from October 1, 1896, to the present, in the computation of superannuation allowances to retiring officials, additional years were allowed under the provisions of Section 12, of Chapter 7, R.S., the dates of the granting of the allowances, the names of the officials and the number of years added to the actual service; along with a copy of all Treasury Board Reports and Orders in Council relating to such cases. Presented March 31,1920, Mr. Fielding...*Not printed.*

50. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending March 31, 1919. Presented by Sir Henry Drayton, March 2, 1920........*Not printed.*

51. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1919-20. Presented by Sir Henry Drayton, March 2, 1920........*Not printed.*

52. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st September, 1919, to the 1st March, 1920, in accordance with the Appropriation Act Number (1), 1919. Presented by Sir Henry Drayton, March 20, 1920........*Not printed.*

53. Statement of Temporary Loans issued by the Government of Canada since the last Session of Parliament still outstanding. Presented by Sir Henry Drayton, March 2, 1920........*Not printed.*

54. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1919. Presented by Sir Henry Drayton, March 2, 1920........*Not printed.*

54*a*. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1920. Presented by Sir Henry Drayton, April 19, 1920........*Not printed.*

55. Report of the Ottawa Improvement Commission for the fiscal year ended March 31, 1919. Presented by Sir Henry Drayton, March 2, 1920........*Not printed.*

56. Statement of the Receipts and Expenditures of the Royal Society of Canada, for the year ended April 30, 1919. Presented by Sir Henry Drayton, March 2, 1920........*Not printed.*

57. Financial Statement of the affairs of the Montreal Turnpike Trust for the year ended December 31, 1919. Presented by Sir Henry Drayton, March 2, 1920........*Not printed.*

58. Copy of General Rules and Orders of the Exchequer Court of Canada, in accordance with the provisions of Section 88 of the Exchequer Court Act, Chapter 140, R.S.C. 1906. Presented by Hon. Mr. Sifton, March 10, 1920. *Not printed.*

58*a*. Copy of General Rules and Orders of the Exchequer Court of Canada, in accordance with the provisions of Section 88 of the Exchequer Court Act, Chapter 140, R.S.C. 1906. Presented by Hon. Mr. Sifton, April 14, 1920. *Not printed.*

59. Copy of the Rules of the Supreme Court of Nova Scotia enacted under the provisions of the Controverted Elections Act, Chapter 7, R.S.C. 1906, in accordance with the requirements of Section 85 of the Act. Presented by Hon. Mr. Sifton, March 10, 1920........*Not printed.*

. Copy of the Crown Rules of the Judges of the Supreme Court of Nova Scotia in accordance with the provisions of Section 576, subsection 2, of the Criminal Code. Presented by Hon. Mr. Sifton, April 16, 1920.......*Not printed.*

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60. Return showing the number of permits granted to take intoxicants into the Northwest Territories, for the year ending the 31st of December, 1919, in accordance with the provisions of the Revised Statutes, Chapter 62, Section 88. Presented March 10, 1920............ *Not printed.*

61. Report of Admiral of the Fleet, Viscount Jellicoe of Scapa, G.C.B., O.M., G.C.V.O., on Naval Mission to the Dominion of Canada (November-December, 1919). Presented by Hon. Mr. Ballantyne, March 10, 1920. *Printed for distribution to Senators and Members only.*

62. Return showing:—1. Number of postmasters in the County of Charlevoix-Montmorency. 2. Their names. 3. Their residence. 4. When they were appointed. 5. Their actual salary. 6. Whether it was ever increased since they were appointed. 7. If not, why. 8. If so, when, and to what extent. Presented March 10, 1920, Mr. Casgrain. *Not printed.*

63. Order of the House for a Return showing:—1. Number of mail carriers in the County of Charlevoix-Montmorency. 2. Their names. 3. Their residence. 4. When they were appointed. 5. Their actual salary. 6. Whether it was ever increased since they were appointed. 7. If not, why. 8. If so, when, and to what extent. Presented March 10, 1920, Mr. Casgrain............ *Not printed.*

64. Return to an Order of the Senate, dated September 30, 1919, for a statement giving weights and values of the exportation from Canada during the fiscal years of 1916-17-18-19 of mixed fertilizers, also of Sulphate of Ammonia, Nitrate of Soda, Ammoniates, Phosphate Rock, Super Phosphates, Kanite of Potash Salts, Chloride of Potash and Crude Sulphate of Potash, and of any miscellaneous chemicals as are used in the manufacture of artificial fertilizers also Basic Slag from the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, by each province, and where exported to as shown by clearances of the various Custom-Houses. The Senate. *Not printed.*

65. Return to an humble Address of the Senate to His Excellency the Governor General, dated May 8, 1919, showing the date and object of all commissions appointed by the Government since its accession to power in 1911, up to the present date; the number of days during which each of the said commissions sat; the names of the persons composing the said commissions and the cost of each of these commissions to the country. The Senate. *Not printed.*

65*a*. Return to an Order of the Senate, dated September 5, 1919, showing:—The number of commissions appointed since 1912, their object, the names of their members and their salaries, the total cost of each commission and those which are still existing. The Senate............ *Not printed.*

65*b*. Return to an Order of the House of the 30th April, 1919, for a Return showing:—1. The number of commissons appointed by the Government since the year 1914, to date, and the purpose for which each was appointed. 2. The number of members on each of said commissions, and their names. Presented March 18, 1920. Mr. Prevost. *Not printed.*

65*c*. Return to an Order of the House of the 19th June, 1919, for a Return showing:—1. How many commissions have been appointed by the Governor in Council and by Parliament since the year 1911. 2. The names of the various commissions and the names of the members of the said commissions. 3. The amount of salary and travelling expenses paid to each commission and the sum drawn by each commissioner. Presented March 18, 1920. Mr. Michaud............ *Printed for distribution to Senators and Members only.*

66. Copy of Report of the Royal Commission on Indian Affairs for the Province of British Columbia. Presented by Sir George Foster, March 11, 1920............ *Not printed.*

67. Report of the Royal Commission appointed to inquire into and concerning the conditions pertaining to running race meets and betting in connection therewith, in Canada. Also copy of the evidence taken before the Royal Commission appointed to inquire into and concerning the conditions pertaining to running race meets and betting in connection therewith, in Canada. Presented by Sir George Foster, March 16, 1920. *Printed for Members and Senators only.*

68. Return to an Address to His Excellency the Governor General of the 19th March, 1919, for a copy of the Order in Council appointing the Board of Grain Supervisors for Canada. Presented March 12, 1920. Mr. Stevens. *Not printed.*

69. Detailed Statement of Bonds or Securities registered in the Department of the Secretary of State since February 26, 1919. The Senate............ *Not printed.*

70. Return to an Order of the House showing:—1. How many Acting Ministers have been named or appointed since December 17, 1917. 2. Their names and in what Department they have administered as Acting Minister. 3. On what date each Minister was so appointed. Presented March 15, 1920. Mr. Tobin......... *Not printed.*

71. Copy of correspondence relating to the resignation of Hon. A. K. Maclean, and Hon. S. C. Mewburn, Minister of Militia and Defence, as Members of the Government of Canada. Presented by Sir George Foster, March 15, 1920. *Not printed.*

72. "The Forest Reserves and Parks Act." Presented by Hon. Mr. Meighen, March 16, 1920 .... *Not printed.*

73. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st August, 1919, and the 5th February, 1920, in accordance with provisions of Sub-section (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented by Hon. Mr. Meighen, March 16, 1920. *Not printed.*

74. Return of Orders in Council which have been published in the *Canada Gazette*, between the 1st August, 1919, and the 5th February, 1920, in accordance with the provisions of Section 5 of "The Dominion Lands Survey Act," Chapter 21, 7-8 Edward VII. Presented by Hon. Mr. Meighen, March 16, 1920............ *Not printed.*

75. Return to Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1919, and the 5th February, 1920, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20, 7-8 Edward VII. Presented by Hon. Mr. Meighen, March 16, 1920............ *Not printed.*

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76. Copy of Order in Council, P.C. 198, dated 29th day of January, 1920—Defining the standard of Canadian silver coinage. Presented by Sir Henry Drayton, March 16, 1920..*Not printed.*

77. Return to an Order of the House of the 8th October, 1919, for a copy of the correspondence exchanged between the firm of Becker and Company, Ltd., London, England, and the High Commissioner of Canada in London, concerning a certain circular issued by the Canadian Mission. Presented by Sir George Foster, March 17, 1920. *Not printed.*

78. Copies of Orders in Council, P.C. 1445, dated 17th July, 1919; P.C. 1955, dated 18th September, 1919; and P.C. 2562, dated 24th December, 1919, together with copy of letter addressed to the Chairman of the Canadian Section of the International Joint Commission, dated 21st January, 1920, relating to the development and use of the waters of the St. Lawrence river forming the boundaries between the United States and Canada. Presented by Hon. Mr. Rowell, March 18, 1920..*Not printed.*

79. Return to an Order of the House of the 12th May, 1919, for a copy of all reports, letters, memoranda, telegrams, plans and estimates in connection with the construction of a bridge over the river Batiscan, in the parish of St. François-Xavier de Batiscan, Champlain County. Presented March 18, 1920. Mr. Deslauriers..............*Not printed.*

79a. Return to an Order of the House of the 12th April, 1920, for a copy of all reports, letters, memos, correspondence, plans and specifications relative to the construction of a bridge on the Batiscan river, in the parish of St. François-Xavier of Batiscan, in the County of Champlain. Presented by Hon. Mr. Reid, April 26, 1920.....*Not printed.*

80. Return to an Order of the House of the 29th September, 1919, for a copy of all letters, plans and contracts between the Government or the Commission of the Transcontinental and the Canadian Pacific Railway Company, concerning (*a*) the construction, by this Company, of a railway station at "The Palais" in the City of Quebec; (*b*) the conditions of exploitations of the said station by the Transcontinental Railway Company or by the National Railways, and also any Orders in Council in this connection. Presented March 18, 1920. Mr. *Not printed.*

81. Return to an Order of the House of the 29th September, 1919, for a copy of all correspondence and other papers and documents in the possession of the Government or of the Civil Service Commission relating to the appointment of a Harbour Master for the Port of Canso, N.S. Presented March 18, 1920. Mr. Sinclair (Antigonish). *Not printed.*

82. Return to an Order of the House of the 29th September, 1919, for a copy of all correspondence relating to the dismissal of James Conner from the dual positions which he held at Snowflake, Manitoba, under the Department of Customs, and Immigration and Colonization. Presented March 18, 1920. Mr. Richardson......*Not printed.*

83. Detailed Statement of Remissions of Customs Duties and the Refund thereof, under Section 92, Consolidated Revenue and Audit Act, through the Department of Customs, for the fiscal year ended 31st March, 1918. Presented by Hon. Mr. Sifton March 18, 1920...*Not printed.*

84. Return to an Order of the House of the 29th September, 1919, for a copy of all documents, letters and plans, exchanged between the Government and any person, commission or company concerning the construction, in the City of Quebec, or in the suburbs, of a tunnel to facilitate the entrance of the Transcontinental or of any other company in the said city. Presented March 18, 1920. Mr. Parent..*Not printed.*

85. Return to an Order of the House of the 22nd September, 1919, for a Return showing the total number of persons of both sexes now employed by the Federal Government of the Dominion of Canada. Presented March 18, 1920. Mr. Tobin..*Not printed.*

86. Return to an Order of the House of the 10th March, 1920, for a copy of the contract between the Government of Canada or the Canadian Wheat Board and Greece, for 12,000,000 bushels of wheat. Presented March 18, 1920. Mr. Archambault..*Not printed.*

87. Return to an Order of the House of the 10th November, 1919, for a copy of all correspondence, telegrams and other documents exchanged between the Federal Government and the Government of New Brunswick with regard to the transfer of wharves on the St. John river and tributary waters, including a copy of all correspondence regarding the liability of the Dominion Government in maintaining and repairing these wharves. And Return to an Order of the House of the 10th November, 1919, for a copy of all reports and recommendations made by the officers of the Department of Public Works during the years 1918-1919, on the condition of the wharves in the St. John river and tributary waters, and the repairs required thereto. Presented March 18, 1920. Mr. McLean (Royal)..*Not printed.*

88. Return to an Order of the House of the 29th September, 1919, for a copy of all documents, letters and plans passed between the Government and the City of Quebec or any other corporation or construction and transport company or any other person, concerning the construction or the non-construction of a dam on the St. Charles river, in the City of Quebec. Presented March 18, 1920. Mr. Parent..*Not printed.*

89. Return to an Order of the House of the 10th March, 1920, for a Return showing the total amount of Canadian securities previously held in Great Britain, and sold to the United States, with the amount of interest now payable by this Dominion to the United States to replace amount formerly paid to Great Britain. Also a copy of all correspondence relating to this matter. Presented March 18, 1920. Mr. Devlin.......................*Not printed.*

90. Return to an Order of the House of the 11th March, 1920, for a copy of all correspondence, agreements and contracts, between the Government and any banks touching the payment of officers and men in the Canadian Expeditionary Forces, especially as regards the rates of exchange prevailing between Canadian and British currency and the manner in which the same affected the pay of said officers and men, together with copies of all departmental or other Government orders or regulations dealing with the subject of soldiers' pay and the effect of fluctuations of exchange thereon. Presented March 22, 1920. Mr. McMaster..................................*Not printed.*

91. Return to an Order of the House of the 11th March, 1920, for a Return showing:—1. The number of officers being retained in the service of the Militia Department at Headquarters at Ottawa who have not seen service overseas. 2. Their names, positions, salaries and length of time in the service, respectively. 3. Whether returned men are available for those positions. Presented March 22, 1920. Mr. McKenzie......................*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

91*a*. Return to an Order of the House of the 29th March, 1920, for a Return giving a list of the names of all the officers employed at the Headquarters of the Militia Department, at Ottawa, their respective salaries the date of their appointment and the length of their services in the Canadian Expeditionary Force. Presented June 8, 1920. Mr. Archambault...*Not printed.*

92. Return showing:—1. Names of the tenderers for the works to be done at the following places in the County of Montmorency, Quebec: Ste. Anne de Beaupre, Ste. Famille-Ile d'Orleans, St. François du Sud-Ile d'Orleans, St. Jean-Isle d'Orleans, Ile de la Quarantine, Pointe aux Trembles. 2. Where they reside. 3. Amount of each tender. 4. Who the successful tenderers were. 5. Whether the said works have been started. 6. When they will be completed. Presented March 22, 1920. Mr. Casgrain...*Not printed.*

93. Orders in Council relating to the organization and work of the Department of Health, as follows:—1. Order in Council, P.C. 1627, dated August 2, 1919, naming the President of the Privy Council as the Minister of the Crown to preside over the Department of Health and providing for the transfer to the Department of Health from the Department of Immigration and Colonization of the staff of the Quarantine and Medical Service. 2. Order in Council, P.C. 1765, dated August 23, 1919, transferring to the Department of Health from the Department of Trade and Commerce the administration of the Adulteration Act, the Proprietary or Patent Medicine Act, the Commercial Feeding Stuffs Act and the Fertilizers Act. 3. Order in Council, P.C. 2204, dated October 30, 1919, transferring to the Department of Health the work of the Housing Committee of the Cabinet. 4. Order in Council, P.C. 2321, dated November 21, 1919, transferring to the Department of Health from the Department of Marine and Fisheries, the administration of Marine Hospitals. 5. Order in Council, P.C. 2612, dated December 31, 1919, transferring to the Department of Health the Medical Branch of the Commission of Conservation. Presented by Hon. Mr. Rowell, March 24, 1920...*Not printed.*

93*a*. Order in Council, P.C. 1961, dated September 29, 1919, covering the appointment of an Advisory Board as prescribed in the "Act to amend the Proprietary or Patent Medicine Act." Chapter 66, 9-10 George V. Order in Council, P.C. 2079, dated October 8, 1919, covering the appointment of the Dominion Council of Health. Order in Council, P.C. 328, dated February 11, 1920, accepting the resignation of the Hon. Walter R. Rollo as a Member of the Dominion Council of Health and appointing Mr. H. J. Halford, of Hamilton, Ontario, Vice-President of the Trades and Labour Congress of Canada, in Mr. Rollo's place. Presented by Hon. Mr. Rowell, March 25, 1920. *Not printed.*

94. Copies of General Orders promulgated to the Militia for the period between February 1, 1919, and February 2, 1920. Also,—Copies of all Routine Orders of the Canadian Expeditionary Force promulgated from February 22, 1919, to February 24, 1920. Presented by Hon. Mr. Guthrie, March 24, 1920...*Not printed.*

95. Appointments, Promotions and Retirements, Canadian Militia and Canadian Expeditionary Force, from February 6, 1919, to January 22, 1920. Presented by Hon. Mr. Guthrie, March 24, 1920...*Not printed.*

96. Return to an Order of the House of the 18th September, 1919, for a Return showing:—1. The total number of men who joined the Expeditionary Force for service in Siberia. 2. How many of such number voluntarily enlisted for service in Siberia. 3. Whether the Government is aware as to whether or not a considerable number of members of such Expeditionary Force were made to embark at Victoria, B.C., by compulsion and with the point of the bayonet directed at them. 4. Whether the Government is aware as to whether or not certain members of such Expeditionary Force who had not voluntarily enlisted for service in Siberia were court-martialed and sentenced to hard labour. If so, who such members are and what the nature of the sentence was. 5. The cost to the Government of the Expeditionary Force for service in Siberia. Presented March 25, 1920. Mr. Archambault...*Not printed.*

96*a*. Return to an Order of the House of the 7th April, 1920, for a copy of all correspondence, documents, and records including the evidence and judgments in connection with the trials held by Field General Court Martial of the 259th, of the Canadian Expeditionary Force in Siberia, on the following Riflemen, sentenced on the 28th of January, 1919: Alfred Laplante, O. Boisvert, Edmond Leroux, Joseph Guenard, E. Pauze and Arthur Roy. Presented May 18, 1920. Mr. Archaumbault...*Not printed.*

97. Return to an Order of the House of the 17th March, 1920, for a Return showing:—1. Whether any work has been done on any of the lines enumerated in the Second Schedule of Chap. 13, 9-10, George V, being an Act to incorporate the Canadian National Railway Company and respecting Canadian National Railways. 2. If so, on what particular line the work has been done. 3. What kind of work has been done. 4. How much money has been expended for this work. 5. How much in construction. In surveys. In expropriation, and the purchase of the Right of Way. 6. How many station sites have been located on said lines, what the name is of each station, and on what particular line. 7. Description of the land upon which it is located. How much was paid for said station site, and who was representing the Government or the Canadian National Railways in negotiating the purchase. 8. If moneys were paid for any of such sites, to what appropriation they were charged, and on whose order they were paid. 9. Whether any Order in Council has been passed entrusting said company with the management and operation of the Grand Trunk Pacific and the Intercolonial Railways. Presented March 25, 1920. Mr. Bureau...*Not printed.*

98. Return to an Order of the House of the 18th March, 1920, for a copy of all representations, complaints and other correspondence filed with the Civil Service Commission regarding Classification of the Civil Service of Canada. Presented March 26, 1920. Mr. Fripp...*Not printed.*

98*a*. Return to an Order of the House of the 12th April, 1920 for a Return showing:—1. Number of classification engineers employed in connection with the Civil Service. 2. Total amount paid to classification engineers to date in connection with the work of classifying the Civil Service. 3. Further estimate required to complete the work. Presented April 29, 1920. Mr. Sinclair (Antigonish.)...*Not printed.*

99. Return to an Order of the House of the 10th March, 1920, for a copy of all correspondence relating to the appointment of the Postmaster at Metabetchouan, Quebec. Presented March 29, 1920. Mr. Savard............*Not printed.*

100. Draft Conventions and Recommendations adopted by the International Labour Conference at Washington and communicated to the Government by the Secretary-General of the League of Nations pursuant to Article 405, Treaty of Versailles:—1. Draft Convention limiting the hours of work in industrial undertakings to eight in the day and forty-eight in the week. 2. Draft Convention concerning unemployment. 3. Recommendation concerning unemployment. 4. Recommendation concerning reciprocity of treatment of foreign workers. 5. Draft Convention concerning the employment of women before and after childbirth. 6. Draft Convention concerning the employment of women during the night. 7. Recommendation concerning the prevention of anthrax. 8. Recom-

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mendation concerning the protection of women and children against lead poisoning. 9. Recommendation concerning the establishment of Government Health Services. 10. Draft Convention fixing the minimum age for admission of children to industrial employment. 11. Draft Convention concerning the night work of young persons employed in industry. 12. Recommendation concerning the application of the Berne Convention of 1906, on the prohibition of the use of white phosphorus in the manufacture of matches. Presented by Hon. Mr. Rowell, March 29, 1920.......... *Not printed.*

100*a*. Return showing:—1. Names of the Canadian representatives at the International Labour Conference last fall. 2. Amount expended in connection with this delegation. 3. Names of Canadian representatives at the Labour Conference at Paris. 4. Amount expended in relation thereto. Presented March 29, 1920. Mr. Archambault *Not printed.*

101. Return to an Order of the House of the 18th March, 1920, for a Return showing:—1. On what date a Branch of the Public Works Department was first established at Antigonish, N.S. 2. What counties in Nova Scotia were originally under the jurisdiction of the Antigonish Branch. 3. When the North Sydney office was established. 4. Names of the employees in the Antigonish Branch prior to the change and the amount of their yearly salaries. 5. Names of the employees in both offices on December 31, 1914, and their yearly salaries. 6. Names of the present employees in both branches and their respective yearly salaries. 7. How much was expended in public works in the area under the jurisdiction of the Antigonish Branch for five years prior to December 31, 1911. 8. How much was expended in public works in the area covered by both the Antigonish and North Sydney Branches during the five years subsequent to January 1, 1912. Presented March 29, 1920. Mr. Sinclair (Antigonish).......... *Not printed.*

101*a*. Return showing the details of the expenditure of $1,372,079.82 made in the area covered by both the Antigonish and North Sydney Branches of the Department of Public Works during the five years subsequent to January 1, 1912. Presented April 7, 1920. Mr. Sinclair (Antigonish.).......... *Not printed.*

102. Return to an Order of the House of the 22nd of March, 1920, for a copy of all correspondence relating to the public cross-road between Ste.-Catherine and Tadoussac. Presented March 29, 1920. Mr. Savard.......... *Not printed.*

103. Return to an Order of the House of the 29th March, 1920, for a Return showing:—(*a*) the total production of coal in Canada during the past ten years (*b*) how much of said coal was anthracite (*c*) the total importation of coal into Canada during the same period (*d*) how much of same was anthracite (*e*) the total exportation of coal from Canada during the past ten years and (*f*) how much of this total was anthracite. Presented March 31, 1920. Mr. Archambault.......... *Not printed.*

104. Return to an Order of the House of the 10th March, 1920, for a Return showing:—1. What amount of money has been expended by the Government during the years 1918–19–20 in providing seed grain for settlers in the Lethbridge and Calgary land districts respectively. 2. What amount of money has been expended by the Government as its share of the freight charges in providing feed for live stock in Southern Alberta in the years 1918–19–20. Presented April 6, 1920. Mr. Buchanan.......... *Not printed.*

105. Return to an Order of the House of the 15th March, 1920, for a Return showing for each of the fiscal years 1891, 1896, 1901, 1906, 1911, 1914, 1915, 1916, 1917, 1918, 1919 and estimated 1920 (*a*) Total revenue of the Dominion (*b*) Expenditure chargeable to Consolidated Fund (*c*) Expenditure chargeable to capital (*d*) Total expenditure (*e*) Estimated population (*f*) Total revenue per head of population (*g*) Expenditure per head chargeable to Consolidated Fund, and (*h*) Total expenditure per head. Presented March 6, 1920. Mr. Fielding.......... *Not printed.*

106. Return to an Order of the House of the 22nd March, 1920, for a Return showing:—1. The total amount of the gross consolidated debt of Canada on the 28th of February, 1920. 2. Total amount of the net consolidated debt of Canada on the same date. 3. Total amount of the assets of the consolidated debt of Canada on the said date. 4. Total amount of the yearly interest payable on the gross consolidated debt of Canada on the said date. 5. Total amount of yearly interest or revenue received or collected by Canada in respect to the property or securities constituting the assets of the public debt. 6. Total amount of the floating debt of Canada on the 28th of February, 1920. 7. Total amount of yearly interest payable on the floating debt of Canada on the said date. Presented April 6, 1920. Mr. Parent.......... *Not printed.*

107. Return to an Order of the House of the 24th March, 1920, for a copy of the correspondence between the Minister of Lands and Forests of the Province of Quebec and the Soldiers' Settlement Board. Presented April 6, 1920. Mr. Gauvreau.......... *Not printed.*

108. Return showing:—1. What loans have been negotiated by the Dominion Government since 1911. 2. The distinctive name of each loan and its amount. 3. Of the said loans, which were (*a*) foreign, (*b*) British, and (*c*) Canadian. Presented April 7, 1920. Mr. Casgrain.......... *Not printed.*

109. Return to an Order of the House of the 19th March, 1919, for a return showing the total cost and general expense of the 1918 Victory Loan, including detailed statements of the amounts paid to brokers, banks, newspapers, advertising agencies, and all other persons, corporations, firms and agencies to whom payments were made, giving the names of such persons, banks, newspapers, agencies or firms in each case. Presented April 7, 1920. Mr. Blake.......... *Not printed.*

110. Report of the Explosives Division of the Department of Mines for the year 1919. The Senate.......... *Not printed.*

111. Return to an Order of the House of the 22nd March, 1920, for a Return showing the number of persons or corporations paying and the aggregate amount paid by each group by way of Dominion Income Tax in the City of Toronto during the fiscal years 1917 and 1918 whose assessed income was over $1,500, $6,000, $10,000, $20,000, $30,000, $50,000, $100,000. Presented April 12, 1920. Mr. Kennedy.......... *Not printed.*

112. Return showing:—1. Number of post offices on the north shore of the St. Lawrence from Tadoussac to Esquimaux Point. 2. Names, postal addresses and the date of appointment of each of these postmasters. Presented April 12, 1920. Mr. Savard.......... *Not printed.*

113. Return to an Order of the House of the 25th March, 1920, for a Return showing how many houses have been commenced, and how many finished, under the legislation of a year ago. Presented April 13, 1920. Mr. Clark (Red Deer).......... *Not printed.*

114. Copy of Resolutions of thanks passed by the British House of Commons to the Forces engaged in the late War, and embodying thanks to the troops from the Dominions overseas for their services during the said war. Presented by Hon. Mr. Rowell, April 13, 1920.......... *Not printed.*

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115. Return to an Order of the House of the 31st March, 1920, for a copy of all correspondence, Orders in Council, reports and all other documents respecting the apportionment of expenses on the League of Nations and the payment of the sum of $64,043.15 on February 13th, 1920, as Canada's share of such expense. Presented April 13, 1920. Mr. Fielding...... *Not printed.*

116. Return to an Order of the House of the 15th March, 1920, for a copy of all papers, documents, telegrams, correspondence and reports made between the Department of Naval Service and the Inspector of Fisheries in Prince Edward Island or any other party or parties regarding the sale of the lobster hatchery at Charlottetown, P.E.I. Presented April 15, 1920. Mr. Sinclair (P.E.I.)...... *Not printed.*

117. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The number of vessels belonging to the Canadian Government in the Canadian Naval Service during the war. 2. Their names. 3. The number of vessels employed in the work of the Canadian Naval Service rented or chartered during the period of the war. 4. Their names. Presented April 15, 1920. Mr. Deslauriers...... *Not printed.*

118. Return to an Order of the House of the 24th March, 1919, for a Return showing the number of commutation of sentences accorded by the Department of Justice to prisoners condemned to be hanged, where the crimes were committed, and the sentence imposed after commutation, within the last four years. Presented April 15, 1920. Mr. Casgrain. *Not printed.*

119. Return to an Order of the House of the 10th March, 1920, for a Return showing:—1. Number of persons discharged from the Government Printing Bureau and Department of Public Printing and Stationery from 1st January, 1919, to 1st March, 1920. 2. Upon whose recommendation and report dismissals were made. 3. Whether the King's Printer or Assistant King's Printer recommended the persons to be dismissed. 4. Whether the report of dismissal was in writing. 5. What qualifications the person or persons had who investigated the respective cases for dismissal, what investigation was made by them' and whether their conclusions are reduced to writing. Presented April 15, 1920. Mr. Fripp...... *Not printed.*

120. Return to an Order of the House of the 24th March, 1920, for a copy of all letters, telegrams, correspondence, and other papers in the possession of the Government, in connection with the transfer of mail bags from the C.P.R. mail car to the mail car of the Quebec, Montreal and Southern Railway Company, and from the latter to the former, at Iberville Junction, during the period extending from the month of November, 1917, to the month of April, 1918. Presented April 16, 1920. Mr. Demers...... *Not printed.*

121. Return to an Order of the House of the 31st March, 1920, for a copy of all telegrams, papers, letters and correspondence with reference to the application for naturalization of Professor F. V. Ricthdorf, alias Frederick Edwards, 205 Scott Block, Winnipeg, also for copies of all correspondence to date with reference to the resignation of the said F. V. Ricthdorf, alias Frederick Edwards, from the employ of the Department of State and in particular correspondence with the President of the Privy Council, Controller McLean and Mr. A. Brophy of the said Department. Presented April 16, 1920. Mr. Power...... *Not printed.*

122. Return to an Order of the House of the 22nd March, 1920, for a Return showing:—1. Number of chartered banks in Canada in 1880. 2. Number of chartered banks in Canada at the present time. 3. What profits, as shown by their annual statements, were made by each of the chartered banks in the years 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918 and 1919. 4. What taxes each paid to the Federal Treasury in each of the above years. 5. What amount, not being interest on money borrowed, the Federal Government paid to each chartered bank in each of the years 1914, 1915, 1916, 1917, 1918 and 1919 for service rendered. 6. The paid up capital of each bank, and its reserve. Presented April 16, 1920. Mr. Ross...... *Not printed.*

123. Copy of all correspondence, papers, documents and telegrams, concerning the amelioration of conditions among the Indians and Eskimos inhabiting the east coast of James and Hudson Bays, from East Main River in the south to Hudson Straits in the north, showing what has been and is being done to provide emergency relief, medical attention, administration of Justice, industrial training, introduction of reindeer treaty rights, securing of adequate prices for their furs, and any other matter in the interests of these people. The Senate...... *Not printed.*

124. Return to an Order of the House of the 15th April, 1920, for a Return showing:—1. What the value in Canadian currency of the British pound sterling was on the first of the months of November and December, 1914, on the first of all the months of the years 1915, 1916, 1917, 1918, and on the first of January and February, 1919. 2. During the years 1914, 1915, 1916, 1917 and 1918, whether the officers and men of the Canadian Expeditionary Force were paid in accordance with the rates of exchange prevailing at the various times at which payments were made to them, and if not, at what rate or rates. 3. What was done in this respect with payments made to interned Canadian soldiers, and at what rate or rates their pay was converted into the currencies of the countries in which they were interned. Presented April 19, 1920. Mr. McMaster...... *Not printed.*

125. Return to an Order of the House of the 12th April, 1920, for a Return showing:—1. How much, if any, of the Federal Emergency Fund for the re-establishment of the returned soldier was overpaid or inadvertently paid to those not entitled to it under the regulations. 2. How much of this amount has been recovered. 3. How many prosecutions have been instituted for this recovery. 4. What the decision has been in each case. 5. Whether it is the intention of the Government to undertake any further action in cases of this nature. Presented April 19, 1920. Mr. Chisholm...... *Not printed.*

126. Return to an Order of the House of the 12th May, 1919, for a Return showing:—1. Whether prosecutions were authorized by the Government against parties in the Province fo Nova Scotia for neglecting to place War Revenue Stamps upon packages of Proprietary or Patent Medicine before the sale thereof, as required by the War Revenue Act, 1915. 2. Person or persons appointed to institute these prosecutions. 3. Number of prosecutions, if any brought. 4. Names of solicitors designated by the Government to conduct them. 5. Terms of said solicitors' appointment. 6. Gross amount of fines imposed. 7. In what counties in Nova Scotia such prosecutions were brought. 8. Who recommended the appointment of such Prosecutors and Solicitors. Presented April 19, 1920. Mr. Sinclair (Antigonish)...... *Not printed.*

127. Copy of Order in Council P.C. 395, dated 18th February, 1920, in respect to the organization of an Air Force in Canada. Presented by Hon. Mr. Sifton, April 19, 1920...... *Not printed.*

128. Return showing:—1. For what purposes the special Trade Commission of the overseas branch of the Department of Trade and Commerce has been created, and how the purposes are to be accomplished. 2. Who is in charge thereof, and his salary. 3. If publicity for Canadian production is sought, who has received the appointment

CONTENTS OF VOLUME 10—*Continued.*

of publicity expert, and what the proposed remuneration is for such. 4. What sums, annually or otherwise, are paid by Canada to the British newspaper known as *Canada*, and what sums to the *Canada Gazette?* Presented April 19, 1920. Mr. McMaster........*Not printed.*

129. Return to an Order of the House of the 7th April, 1919, for a copy of the correspondence exchanged between F. X. Gagnon, Port Daniel East, Quebec, and the Department of Justice, regarding the Military Exemption Tribunal which sat at that place. Presented April 20, 1920. Mr. Marcil (Bonaventure)........*Not printed.*

130. Return to an Order of the House of the 29th September, 1919, for a copy of all telegrams, letters, contracts and plans, passed between the Commission of the Transcontinental Railway, or the Government and the City of Quebec, the different transport companies, the Harbour Commission of Quebec or any other persons, corporations or companies from 1910 to date, concerning the construction of a railway station at the Champlain Market in the city of Quebec, also the construction, in the said city, of wharves, docks, elevators to facilitate the transport of grain from the West via the Port of Quebec. Presented April 20, 1920. Mr. Parent........*Not printed.*

130*a*. Return to an Order of the House of the 5th May, 1920, for a copy of all documents, contracts and correspondence relating to the negotiations between the City of Quebec and the Transcontinental Railway regarding the Champlain market site and the proposed docks and grain elevators situated along the front of the St. Lawrence river. Quebec. Presented May 18, 1920. Mr. Power........*Not printed.*

131. Return to an Order of the House of the 29th September, 1919, for a copy of all documents, letters, and plans, submitted by the Harbour Commission of Quebec since 1910 to date, concerning the construction of wharves, docks elevators, cold storage, terminal facilities in the Port of Quebec, for the transport by land and water. Presented April 21, 1920. Mr. Parent........*Not printed.*

132. Return showing:—1. Minimum and maximum salary being paid to postmasters. 2. By what method the minimum and maximum salary of postmasters is determined. 3. Whether postmasters receive a bonus on account of the high cost of living. 4. If not, why. 5. Minimum and maximum salary being paid to rural mail carriers. 6. Whether the Government has fixed a maximum rate per mile to apply to rural mail routes. 7. How the salary of rural mail carriers is determined. 8. Whether rural mail carriers receive a bonus on account of the high cost of living. 9. If not, why. 10. Minimum and maximum salary being paid to letter carriers. 11. Whether letter carriers receive a bonus. 12. If so, how much. Presented April 21, 1920. Mr. Kennedy (Glengarry.) *Not printed.*

133. Return showing:—1. Number of persons employed in the province of Quebec in connection with the work of the Soldiers' Settlement Board. 2. Their names and post office addresses. 3. Salary or remuneration each one is drawing. 4. Whether any of these employees are allotted to certain constituencies. 5. If so, what persons are allotted to the various constituencies, and to what constituencies. Presented April 26, 1920. Mr. Tobin. *Not printed.*

134. Return to an Order of the House of the 31st March, 1920, for a copy of all letters, telegrams and other correspondence that has passed between one George Carvill, of the City of St. John, formerly City Ticket Agent for the Canadian Government Railway (formerly Intercolonial Railway) at the said City of St. John, and any and all others for and on behalf of the said George Carvill and the Minister of Railways and Canals, Deputy Minister or any other Ministers of the Government or any general manager, assistant manager, superintendent or other officials of the Canadian Government Railway in reference to the dismissal of the said George Carvill from said railway on the 30th day of April, A.D. 1917, and the request of the said George Carvill for an investigation under oath before an independent tribunal into the causes for his dismissal and the refusal of the management of the said railway to grant such an investigation. Presented April 27, 1920. Mr. Copp........*Not printed.*

135. Return to an Order of the House of the 22nd March, 1920, for a copy of all documents, letters, telegrams and other correspondence in the hands of the Government concerning the proposed railway between St. Camille, County of Bellechasse, and Cabano, County of Temiscouata. Presented April 27, 1920. Mr. Fafard........*Not printed.*

136. Return to an Order of the House of the 22nd March, 1920, for a copy of the Report made by the Board of Railway Commissioners for Canada, on the application of the Canadian Pacific and Grand Trunk Railway Companies, on behalf of themselves and other railways carrying His Majesty's mail in Canada, asking that fair and reasonable rates be fixed by the Board for the carriage of mails pursuant to the reference of the matter to the Board by Order in Council, P.C., 617, dated March 7, 1917, for the determination as to the accuracy or inaccuracy of the claim made by the railway companies, that these rates are inadequate, and, if it is found that the present rates are inadequate to determine as the result of evidence to be submitted by the Post Office Department and the railway companies interested what would be a fair rate of payment for the service. Also a copy of all correspondence between members of the Government or any officials thereof and the Board of Railway Commissioners or any officials thereof in reference to the report mentioned above. Presented April 27, 1920. Mr. Bureau. *Not printed.*

136*a*. Return to an Order of the Senate dated April 28, 1920, for a Return of the evidence and other proceedings submitted before the Dominion Railway Commission at the sessions at Ottawa on October 3, 1911, November 7, 1911, and March 18, 1919, relating to freight rates and all matters before said Board on said rates. 2. A copy of the report made by said Board to the Government as the result of said investigations. 3. A copy of the postal rate agreement or agreements existing between the Government and the railway companies for parcel post service, including a statement or copy of the rates charged by the Government railways. 4. A copy of the report made by the Dominion Railway Board to the Government on the contracts between the Government and the railway companies as to the rates charged for the postal services. 5. Does the said report show (or is the Government aware) that the rates fixed and paid are less than it cost the railway companies to perform the services. 6. What quantity of mail is carried annually by parcel post. 7. How much of it is carried for mail order houses—distinguishing quantities by provinces. 8. What are the postal rates charged for parcel post packages: (*a*) to the public (*b*) to mail order houses. 9. Do these rates pay the full cost of transportation. If not, what is the loss. 10. If there is a loss how is it provided for? 11. Does the Government intend to make a change in the parcel post rates. If so, what. The Senate........*Not printed.*

137. Return to an Order of the House of the 12th April, 1920, for a Return showing at the end of the fiscal year 1910, and each subsequent year, the total assets of Canada, the amount received in each year as interest or other income from such assets, and the average rate of interest or other income so received in each year. Presented April 28, 1920. Mr. Fielding........*Not printed.*

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138. Return to an Order of the House of the 10th March, 1920, for a Return showing:—1. The total amount of commission charges paid to brokers and agents in connection with the last Victory Loan. 2. What amounts have been paid to each of the said brokers and agents. 3. Whether any of the said commission charges have not yet been paid. 4. If so, whose accounts they are, and for what reason they have not been paid. Presented April 28, 1920. Mr. Archambault.......*Not printed.*

139. Return showing:—1. Names of the so-called experts employed by the Arthur Young Company to classify the employees of the various departments, and which department or departments did each such expert classify. 2. The ages, nationality educational, and practical qualification, including positions previously held, with special reference to classification work, of each such expert. 3. (*a*) Cost to the Government for the services of each such expert; (*b*) what is the cost to the Arthur Young Company of the services of each expert. Have they been paid in Canadian or American money. 4. How many Deputy Ministers have approved the classification of hheir departments. 5. Whether the Arthur Young Company pay an income or business tax in Canada. 6. In case of difference of opinion respecting classification between the so-called experts and the Civil Service Commission whose opinion prevails. Presented April 28, 1920. M. Gauvreau.......*Not printed.*

140. Return to an Order of the House of the 14th April, 1920, for a copy of all reports, letters, petitions or documents referring to claims for damages on behalf of innocent victims who, during the so-called Quebec riots of 1918, have either been killed or wounded by the soldiers of His Majesty. Presented April 29, 1920. Mr. Parent.
Not printed.

141. Return to an Order of the Senate dated April 18, 1918, for a Return showing:—The amount paid in each year since 1900 inclusive, for (*a*) reporting, (*b*) translating, (*c*) typewriting, and (*d*) printing proceedings before Commission of Inquiry and all other investigations for or on behalf of the Government or any Department thereof, in English and in French respectively, the names of the persons under (*a*), (*b*) and (*c*) to whom such payments were made, the amount paid to each as salary or other compensation, and the amount paid on account of each such person for travelling and living expenses. The Senate.......*Not printed.*

142. Return to an Order of the Senate, dated April 16, 1918, for a Return referring to Return of the Senate (No. 7, August 23, 1917, *re* officers 78th Regiment, Highlanders of Pictou County, Nova Scotia):—1. (*a*) Giving the names of the officers mentioned in the said Return who served with the overseas forces at the fighting front since said Return was compiled. (*b*) The unit and date each one so served. (*c*) The number who became casualties, and when. 2. The location, connection and rank of each of the officers mentioned in said Return in the overseas forces at the present time. The Senate.......*Not printed.*

142*a*. Supplementary Return to an Order of the Senate dated April 16, 1918, for a Return referring to Return of the Senate (No. 7, August 23, 1917, *re* officers 78th Regiment, Highlanders of Pictou County, Nova Scotia)—1. (*a*) Giving the names of the officers mentioned in the said Return who served with the overseas forces at the fighting front since said Return was compiled. (*b*) The unit and date each one so served. (*c*) The number who became casualties, and when. 2. The location, connection and rank of each of the officers mentioned in said Return in the overseas forces at the present time. The Senate.......*Not printed.*

143. Copy Declaration by the Supreme Council of the Peace Conference on the Economic Conditions of the World. The Senate.......*Not printed.*

144. Return showing:—1. Whether the Government pays the expenses of an office in Toronto for A. V. White, consulting engineer of the Conservation Commission. 2. If so, what expenses for said office it paid in the fiscal year 1919-20, including rent, salaries of assistants, travelling expenses, etc. 3. What relation, if any, the said A. V White is to James White, Deputy Head of the Conservation Commission. 4. If any other relatives of its Deputy Head were employed by the Conservation Commission in the past fiscal year, their names, what positions they fill and what salaries were paid them. 5 Whether it is the practice of the Government to maintain offices for all its consulting engineers. 6. Whether it is the intention of the Government to continue to defray the expenses of the Toronto office of the said A. V. White. 7. If the said A. V. White was employed by the Department of Public Works, what was the last year he was so employed and what remuneration he was paid. 8. At what annual salary rate he is being paid by the Conservation Commission for 1920-21. 9. What reports, if any, by A. V. White, other than reports on water-powers and hydro-electric conditions, the Conservation Commission has published. 10. Whether A. V. White holds the degree of Electrical Engineer from a recognized university. 11. Name of the Hydro-Electric Engineer of the Conservation Commission. 12. What degrees he holds and what practical experience he has had. 13. What annual salary he is paid. Presented May 3, 1920. Mr. Casgrain.
Not printed.

145. Return showing:—1. How many farms in each constituency in the province of Quebec were purchased by returned soldiers under the provisions of the Soldiers' Settlement Act. 2. The names of the buyers and sellers of each of the said farms. 3. The price paid for each of these farms. 4. Who visited each of the said farms on behalf of the Government. 5. What assistance was given by the Government in connection with each purchase. Presented May 3, 1920. Mr. Tobin.......*Not printed.*

146. Return to an Order of the House of the 19th April, 1920, for a Return showing:—1. Whether there was any printing done for the Government outside of the Printing Bureau during the years 1918/1919. 2. If so, by whom. 3. Addresses of persons or firms to whom such printing was given. 4. Amount paid for this outside printing, in each case, in 1918-19. Presented May 4, 1920. Mr. Dechesne.......*Not printed.*

147. Return to an Order of the House of the 19th April, 1920, for a Return showing:—1. Amounts loaned or credits given by the Government of Canada: (*a*) to Greece; (*b*) to Rumania. 2. The dates these loans were granted or credits given: (*a*) to Greece; (*b*) to Rumania. 3. The nature of merchandises purchased by the Government of Canada and charged in each case: (*a*) to Greece; (*b*) to Rumania. 4. The names of commercial firms or persons from whom said goods were so purchased, specifying: (*a*) the nature of goods in each case (*b*) the amounts paid by the Government to these firms or persons in each case and also the date of these payments. Presented May 5, 1920. Mr. Archambault.......*Not printed.*

148. Return to an Order of the House of the 10th March, 1920, for a copy of all telegrams, petitions, letters and documents of all kinds sent to the Post Office Department referring in any way to the mail route and mail service between Mabou, N.S., and Whycocomagh, N.S. Presented May 5, 1920. Mr. Chisholm.......*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

149. Return to an Order of the House of the 31st March, 1920, for a copy of all correspondence, reports and other documents in any way referring to a proposed change in the site of Beatonville Post Office, Inverness County, N.S. Presented May 5, 1920. Mr. Chisholm...*Not printed.*

150. Return showing:—1. How many persons are employed on the staff of the Civil Service Commission. 2. Their names. 3. The respective salaries of said persons. Presented May 6, 1920. Mr. Hocken....................*Not printed.*

151. Return to an Order of the House of the 26th April, 1920, for a return showing the total quantity in gallons, of spirituous liquors imported into Canada during the years 1913, 1914, 1915, 1916, 1917, 1918 and 1919; and also showing the value in money of the said imports during the same years. Presented May 10, 1920. Mr. Archambault....*Not printed.*

152. Return to an Order of the House of the 3rd May, 1920, for a copy of all correspondence and reports concerning the dismissal of Mr. Elisée Parent, inspector of Inland Revenue, the 6th of September, 1916 (file No. 111085). Presented March 10, 1920. Mr. Rinfret...*Not printed.*

152*a*. Supplementary Return to an Order of the House of the 3rd May, 1920, for a copy of all correspondence and reports concerning the dismissal of Mr. Elisée Parent, inspector of Inland Revenue, the 6th of September, 1916 (file No. 111085). Presented May 17, 1920. Mr. Rinfret...*Not printed.*

153. Return to an Order of the House of the 10th March, 1920, for a copy of all correspondence between the Dominion Government or any member thereof and the Dominion Manufacturers' Association or any manufacturer, relating to appeals from the Supreme or other courts in regard to validity of certain Dominion or Provincial Acts and Provincial Licenses whereby the Dominion Government undertook to give financial aid to said manufacturers for said appeals, as shown in the *Financial Times*, Montreal, of the 21st February, 1920. Presented May 10, 1920. Mr. Devlin...*Not printed.*

154. Return to an Order of the House of the 19th April, 1920, for a Return showing:—1. Number of translators employed by the Senate, House of Commons and the different departments of the Government, and number employed by each department. 2. Number employed permanently. 3. Number engaged for the session only. 4. Total annual cost of the translation service. 5. Whether any translation was done outside of Ottawa during the fiscal year ending 31st March, 1919. 6. If so, in how many instances, and what rate was paid per page of printed matter. Presented May 10, 1920. Mr. Hocken...*Not printed.*

155. Return to an Order of the House of the 5th May, 1920, for a copy of a letter from the Board of Trade of the City of Quebec to the Minister of Trade and Commerce, dated October 24, 1919, concerning the new policy adopted by the Ocean Mail Steamers of not stopping at Quebec in their outward voyage, and a copy of the answer to said letter. Presented May 10, 1920. Mr. Lapointe...*Not printed.*

156. Return to an Order of the House of the 29th April, 1920, for a Return showing:—1. Name of each official and clerk in the Fisheries Branch at Ottawa who will be in receipt of a salary of $1,800 or over during the fiscal year 1920-21 2. Salary of each such official and clerk during the fiscal years 1916-17, 1917-18, 1918-19 and 1919-20. 3. Minimum and maximum salary of each such official and clerk as at present fixed by the classifying experts of the Civil Service Commission. 4. What the salary of each such official and clerk will be during the fiscal year 1920-21. 5. What practical experience or direct connection, if any, each such official and clerk has had in or with the fishing industry; the nature of such experience or connection and the number of years it covers. 6. What position each such official and clerk, who has had no practical experience in or direct connection with the fishing industry, filled or what duties he performed on first becoming attached to the Fisheries Branch. 7. Present duties and responsibilities of each such official or clerk. Presented May 10, 1920. Mr. Duff....................*Not printed.*

157. Return to an Order of the House of the 3rd May, 1920, for a copy of all correspondence, telegrams, and other documents exchanged between Dr. L. W. McNutt, Vancouver, B.C., and the Department of Soldiers' Civil Re-establishment, Sir Robert Borden and the Director of Medical Services of the Soldiers' Civil Re-establishment, with reference to claim for $2,590.72 by the said Dr. McNutt against the above mentioned department, and also with reference to the resignation or dismissal of the said Dr. McNutt from the department in question. Presented May 11, 1920. Mr. Power...*Not printed.*

158. Return to an Order of the House of the 17th March, 1920, for a Return showing:—1. Number of employees in the inside service of the Labour Department. 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How males are Protestants. 7. How many females are Protestants. Presented May 11, 1920. Mr. Hocken...*Not printed.*

158*a*. Return to an Order of the House of the 17th March, 1920, for a Return showing:—1. Number of employees in the inside service of the Post Office Department. 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How many males are Protestants. 7. How many females are Protestants. Presented May 11, 1920. Mr. Hocken ....*Not printed.*

158*b*. Return to an Order of the House of the 17th March, 1920, for a Return showing:—1. Number of employees in the inside service of the Secretary of State Department, including the Printing Bureau. 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How many males are Protestants. 7. How many females are Protestants. Presented May 11, 1920. Mr. Hocken. *Not printed.*

158*c*. Return to an Order of the House of the 12th April, 1920, for a Return showing:—1. Number of persons employed by the Civil Service Commission. 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How many males are Protestants. 7. How many females are Protestants. Presented May 11, 1920. Mr. Hocken...*Not printed.*

158*d*. Return to an Order of the House of the 17th March, 1920, for a Return showing:—1. Number of employees in the inside service of the Department of Interior. 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How many males are Protestants. 7. How many females are Protestants. Presented May 11, 1920. Mr. Hocken....................*Not printed.*

158*e*. Return to an Order of the House of the 17th March, 1920, for a Return showing:—1. Number of employees in the inside service of the Marine and Fisheries Department 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How many males are Protestants. 7. How many females are Protestants. Presented May 11, 1920. Mr. Hocken....................*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

158*f*. Return to an Order of the House of the 22nd March, 1920, for a Return showing:—1. Number of employees in the inside service of the Finance Department including the Insurance Branch. 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How many males are Protestants. 7. How many females are Protestants. Presented May 11, 1920. Mr. Tobin.....*Not printed.*

158*g*. Return to an Order of the House of the 17th March, 1920, for a Return showing:—1. Number of employees in the inside service of the Department of Trade and Commerce. 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How many males are Protestants. 7. How many females are Protestants. Presented May 11, 1920. Mr. Hocken....................*Not printed.*

158*h*. Return to an Order of the House of the 17th March, 1920, for a Return showing:—1. Number of employees in the inside service of the Militia Department. 2. How many are males. 3. How many are females. 4. How many males are French. 5. How many females are French. 6. How many males are Protestants. 7. How many females are Protestants. Presented May 17, 1920. Mr. Hocken..*Not printed.*

159. Return to an Order of the House of the 26th April, 1920, for a Return showing:—1. What institutions are at present under the jurisdiction and management of the Department of Soldiers' Civil Re-establishment. 2. Number of patients in each institution. 3. Number of employees in each institution. 4. Cost per year of each institution. Presented May 12, 1920. Mr. Pardee..*Not printed.*

160. Fifth Annual Report of the Board of Directors of the Canadian Northern Railway System, for the year ended December 31, 1919. Presented by Hon. Mr. Reid, May 12, 1920.......... .....*Printed for sessional papers only.*

161. First Annual Report of the Board of Directors of Canadian Government Merchant Marine, Limited. Presented by Hon. Mr. Reid, May 12, 1920..*Printed for sessional papers only.*

162. Return to an Order of the House of the 12th May, 1920, for a Return showing:—1. Sales of military and other supplies made by the War Purchasing Commission in each of the years 1917, 1918 and 1919, and amount of money obtained for these supplies in each of the above years. 2. Whether these supplies were sold by tender, by advertisement, or at public auction. 3. How military supplies, including rugs, furniture, etc., at Camp Borden were sold, who the purchasers were and what prices were received for the various articles. Presented May 14, 1920. Mr. Ross
Not printed.

163. Return to an Order of the House of the 19th April, 1920, for a copy of all papers, letters, correspondence between the Department of Justice or any of its officers and the Civil Service Commission or any of its members with reference to the promotion of the Secretary to the Deputy Minister of Justice in 1919 and 1920. Presented May 14, 1920. Mr. Cahill..*Not printed.*

164. Return to an Order of the House of the 24th March, 1920, for a copy of all correspondence and telegrams between the Dominion Government and the Alberta Government relating to irrigation development in Alberta, and more particularly to Lethbridge Northern Irrigation District. Presented May 17, 1920. Mr. Buchanan...*Not printed.*

165. Return to an Order of the House of the 5th May, 1920, for a Return showing the names of all persons who have passed the Civil Service examinations from the province of Prince Edward Island in 1917, 1918 and 1919, showing: (*a*) the grade for which they passed; (*b*) the number of marks made by each; (*c*) those who are returned soldiers; (*d*) those who have received an appointment, with the name of their position. Presented May 17, 1920. Mr. Sinclair (P.E.I.)..*Not printed.*

166. Return to an Order of the House of the 12th April, 1920, for a Return showing:—1. Number of Civil Service Investigating Commissions appointed since the 1st of January, A.D. 1895. 2. On what respective dates said Commissions were appointed, what number of Commissioners comprised each Board, their names and their home addresses. 3. How long each Board was engaged on such inquiry and how much was paid to each. 4. Whether there is any Board or any Member of a past or present Board now engaged in connection with the Civil Service inquiry or classification of the Civil Service, other than the regular Civil Service Commission of which Honourable Doctor Roche is the Chairman. 5. What amount or amounts were paid by the Government to the Civil Service Classification Commissioners during the time from 1st January, 1916, to and including the 15th of March, A.D. 1920, what amounts were paid to each of the said Classification Commissioners and on what dates. Presented May 17, 1920. Mr. McKenzie..*Not printed.*

167. Return to an Order of the House of the 17th May, 1920, for a Return showing:—1. Number of married women whose husbands did not serve in the Canadian Expeditionary Force who are in the pay of various Government departments at Ottawa. 2. Whether it is a fact that the Department of Immigration has in its employ a lady at a salary of $300 per month. 3. Whether this lady is the wife or mother of a returned soldier, and whether any effort was made at the time of her employment to secure the services of a war widow or dependent. 4. Whether this lady's husband is in the employ of the Government or of one of the provincial governments. 5. Whether it is a fact that the daughters of several departmental heads are employed by their fathers in Government service and that in such cases these young ladies hold positions which could be well filled with men who have been trained by the Department of Soldiers' Civil Re-establishment for the Civil Service but are unable to secure appointments. Presented May 19, 1920. Mr. Andrews..*Not printed.*

168. Copy of Order in Council, P.C. 1595, dated 31st July, 1919: Appointment of Victory Loan Special Committee in connection with the stabilizing of the Victory Loan of 1917. Presented by Sir George Foster, May 20, 1920.
Not printed.

169. Reports submitted by the Officer in charge of the Canadian War Records Office, London, England, to the Right Honourable Sir Robert L. Borden, G.C.M.G., M.P., Prime Minister of Canada; and to the Honourable Sir Edward Kemp, K.C.M.G., M.P., Minister, Overseas Military Forces of Canada, 1916-1919, with which is included a Report of the Executive Committee of the Canadian War Memorials Fund. Presented by Sir Robert Borden, May 20, 1920..*Not printed.*

170. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Indian Affairs in Ottawa. 2. Their names and salaries. Presented May 21, 1920. Mr. Hocken..*Not printed.*

170*a*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Labour in Ottawa. 2. Their names and salaries. Presented May 21, 1920. Mr. Hocken.
Not printed.

CONTENTS OF VOLUME 10—*Continued.*

170*b*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Marine in Ottawa. 2. Their names and salaries. Presented May 21, 1920. Mr. Hocken. *Not printed.*

170*c*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Public Archives in Ottawa. 2. Their names and salaries. Presented May 26, 1920. Mr. Hocken .... *Not printed.*

170*d*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Trade and Commerce in Ottawa. 2. Their names and salaries. Presented May 26, 1920. Mr. Hocken .... *Not printed.*

170*e*. Return to an Order of the House of 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of the Secretary of State in Ottawa. 2. Their names and salaries. Presented May 31, 1920. Mr. Hocken .... *Not printed.*

170*f*. Return to an Order of the House of 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Mines in Ottawa. 2. Their names and salaries. Presented May 31, 1920. Mr. Hocken. *Not printed.*

170*g*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Naval Service in Ottawa. 2. Their names and salaries. Presented May 31, 1920. Mr. Hocken .... *Not printed.*

170*h*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of employees in the Department of Justice in Ottawa. 2. Their names and salaries. Presented May 31, 1920. Mr. Hocken. *Not printed.*

170*i*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of the Interior in Ottawa. 2. Their names and salaries. Presented June 2, 1920. Mr. Hocken. *Not printed.*

170*j*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Railways and Canals in Ottawa. 2. Their names and salaries. Presented June 8, 1920. Mr. Hocken .... *Not printed.*

170*k*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Public Works in Ottawa. 2. Their names and salaries. Presented June 10, 1920. Mr. Hocken .... *Not printed.*

170 *l* Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Soldiers' Civil Re-establishment in Ottawa. 2. Their names and salaries. Presented June 14, 1920. Mr. Hocken .... *Not printed.*

170*m*. Return to an Order of the House of 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Public Printing. 2. Their names and salaries. Presented June 17, 1920. Mr. Hocken. .*Not printed.*

170*n*. Return to an Order of the House of 19th May, 1920, for a Return showing:—1. Number of persons employed in the Department of Public Health. 2. Their names and salaries. Presented June 17, 1920. Mr. Hocken. .*Not printed.*

170*o*. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Number of employees in the Post Office Department in Ottawa. 2. Their names and salaries. Presented June 18, 1920. Mr. Hocken. .*Not printed.*

171. Also,—Return to an Order of the House of the 5th May, 1920, for a copy of a letter signed by twenty-two Senators and Members of the House of Commons representing the Provinces of Alberta, Saskatchewan and Manitoba, addressed to Sir Robert L. Borden, Prime Minister of Canada, dated September, 1919, recommending the shipment of grain by rail via Quebec; also a copy of the answer to such letter as well as the letters sent by J. T. Ross, Esq., President of the Quebec Board of Trade, to the Minister of Railways and Canals during the months of January and February, 1920, concerning export of wheat via Quebec, and of the letters of the Minister of Railways and Canals in answer thereto. Presented May 21, 1920. Mr. Lapointe .... *Not printed.*

172. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Who the publishers are of the *Montreal Gazette*. 2. Amounts paid to the Montreal Gazette Publishing Company for each of the last fiscal years by the Dominion Government for (*a*) advertising, and (*b*) job printing. Presented May 21, 1920. Mr. Edwards. *Not printed.*

173. Return to an Order of the House of the 7th April, 1920, for a copy of all correspondence, letters and petitions received from the citizens of the Saguenay district and all others in connection with a subsidy from the Department of Trade and Commerce in order to obtain the services of a steamboat ferry between Ste.Catherine and Tadoussac. Presented May 21, 1920. Mr. Savard .... *Not printed.*

174. Return to an Order of the House of the 19th March, 1919, for a return showing the names and post office addresses of all postmasters appointed in the Province of Nova Scotia since June 1, 1917, along with a copy of all correspondence with the Post Office Department or with the Civil Service Commission relating to such appointments. Presented May 26, 1920. Mr. Sinclair (Antigonish) .... *Not printed.*

175. Return to an Order of the House of the 3rd May, 1920, for a copy of the mortgage deeds for the twenty-five and the thirty-five million dollars granted by the Government of Canada to the Canadian Northern Railway Company in 1918 and 1919. Presented May 26, 1920. Mr. Papineau .... *Not printed.*

176. Return to an Order of the Senate dated the 4th instant, for a Return showing all correspondence that may have taken place with the British Admiralty, and with the Naval Mission to India and the Dominion, 1919-20, and also a list of shareholders, officers and directors of the Imperial Oil Company. The Senate .... *Not printed.*

177. Return to an Order of the Senate dated the 5th instant, for a Return of copies of contracts between any Department or Departments of the Government and the owners of the steamship *Lady Evelyn*, in respect to the carriage of mails, passengers and freight between Pictou, Souris, and the Magdalen Islands; and copies of schedules of rates for such service, if such schedules are in the possession of the Government. The Senate .... *Not printed*

CONTENTS OF VOLUME 10—*Continued.*

178. Return of an Order of the House of the 10th May, 1920, for a Return showing:—1. Whether inspectors in charge of terminal elevators, under the Board of Grain Commissioners, have full authority to inspect grain, as provided for in the Canada Grain Act. 2. If not, why not. 3. If so, whether the inspectors issue the requisite inspection certificates, with their signatures attached thereto, as evidence of such inspection. 4. Whether the Chief Inspector or his immediate assistant, in charge of terminal elevators, has authority to change such inspection, without consent of the inspector directly in charge of a terminal elevator. 5. If so, whether this practice is provided for in the Canada Grain Act. 6. Whether inspection certificates, either inwards or outwards, are signed in blank by an officer under the Board of Grain Commissioners, and then filled in afterwards by a clerk. 7. Whether Western Inspection Certificates are signed in blank by the Chief Inspector or one of his officers, and then filled in by an officer in the Eastern Inspection District. 8. Whether the inward and outward inspection at terminal elevators is identically the same. 9. Whether the Canada Grain Act provides for the inspection of grain into terminal elevators, from steamers and barges. 10. If so, whether the inward or outward inspection governs. 11. How much grain the Government elevator, Port Arthur, has handled from September 1, 1919, to May 1, 1920. 12. How much grain the above elevator handled during the following crop years: 1913–14, 1914–15, 1915–16, 1916–17, 1917–18, 1918–19. 13. Cost per bushel in handling grain in the Government elevator, Port Arthur, for the above crop years, and for the period, September 1, 1919, to May 1, 1920. 14. Whether the above cost includes any provision for interest on investment and management. 15. Revenue per bushel for the above period: (*a*) including as revenue, money derived from the sale of overages, screenings and scalpings; (*b*) excluding as revenue, money derived from the sale of overages, screenings and scalpings. 16. Number of employees engaged in the above elevator during the above periods. 17. Name of the senior officer or manager who superintended the operations of the Government elevators under the Department of Trade and Commerce, for the above periods. 18. Whether all the Government elevators carry insurance on grain stored therein, in accordance with law. 19. If not, why the discrimination against the other commercially owned elevators, and on whose authority the law is broken. 20. Section 95, subsection 7, of the Canada Grain Act provides for the confiscation of overages over one-quarter of one per cent to the Government. Whether the Board of Grain Commissioners are keeping strict accounting of all grain going into and out of the terminal elevators, including screenings and scalpings, so as to arrive at the above figures. 21. Whether the Registration Department, under the Board of Grain Commissioners, has full information tabulated showing the gross weight in and gross weight out of terminal elevators. 22. Change made by the Board of Grain Commissioners in the wording of the outward weight certificates. 23. When the change was made. 24. Whether the weight certificate, as worded, was considered faulty up to the time of the change. 25. If not, why the change in the wording was made. 26. Whether the Canada Wheat Board has an officer at Fort William, whose duty it is to check the grades given by the inspection department under the Department of Trade and Commerce, on all grains shipped for and on account of the Canada Wheat Board. 27. If so, how many officers are engaged in this office, their names and salaries. 28. If so, what the necessity is of two Government officials doing the one task. 29. If so, whether the expenses incidental to this office, are deducted from the money which ought rightly be given to the farmers, for the participation certificates issued. 30. Whether the Canada Wheat Board accepts the inspection certificates as issued by the Department of Trade and Commerce, without reservation. 31. Whether the Canada Wheat Board always avails itself of the highest market for all wheat sold for and on account of the producers. 32. Since the Government has taken over the control of the wheat business, whether this has had a tendency to reduce the work of the Board of Grain Commissioners. 33. If so, whether the number of employees under the Board of Grain Commissioners have been reduced, for the purposes of economical administration. 34. Whether the administration of the Canada Grain Act is self sustaining. 35. If not, how the deficits are made up from year to year and on whose authority. 36. Salaries paid to the Secretary of the Board of Grain Commissioners and the Secretary of the Canada Wheat Board. 37. Whether the public terminal elevators at Fort William or Port Arthur purchase and sell grain from time to time, contrary to the Canada Grain Act. 38. If so, on whose authority. 39. Section 48 of the Canada Grain Act provided for the fixing of grades other than statutory grades, by the Grain Standards Board. Whether this Board has fixed the composition of grades of: (*a*) screenings, (*b*) scalpings. 40. If not, why not. 41. If not, who has fixed the composition and grades up to the present time, and on what authority. 42. If fixed, what they are. 43. Whether the original dockages taken from the grain are returned to the producer or the buyer of the warehouse receipt covering the specific parcel. 44. If not, why not. 45. How long the Government, through the Department of Agriculture, has handled standard stock food ex terminal elevators. 46. Whether the venture has been profitable. 47. Surplus or deficit for each year. 48. Price paid to the terminal elevators for the standard stock food basis f.o.b. Fort William. 49. Price received by the Government for the same food on the same basis. Presented May 27, 1920. Mr. Stevens............*Printed for sessional papers only.*

179. Memorandum No. 6, respecting work of the Department of Militia and Defence—European War—from November 1, 1918, to October 31, 1919 Presented by Hon. Mr. Guthrie, May 28, 1920........................*Not printed.*

180. Return to an Order of the House of the 12th May, 1920, for a Return showing:—1. Whether the Government operations at the Dog Fish Reduction Works at Clark's Harbour, Nova Scotia, have been discontinued. 2. If so, what disposition has been made of the property. 3. Total Government disbursements including the original cost and loss in operation. 4. On whose report or recommendation the operation was abandoned. 5. Recommendation of the authority advising abandonment. 6. Whether J. B. Fielding, of the Honorary Advisory Council for Scientific and Industrial Research, authorized the report of the chairman on fish waste in Canada as intimated on page 53 of the report of the Administrative Chairman of the Honorary Advisory Council for Scientific and Industrial Research for the year ending March 31, 1919. 7. Whether Mr. Fielding reported with regard to the above-mentioned plant as follows: "At Clark's Harbour I inspected the Government Dog Fish Reduction plant, which though very badly cared for appeared to be in working order, and well worth, in my opinion, retaining for the purpose of the manufacture of fertilizer, though quite unsuitable for the manufacture of food." 8. Consideration given by the Government to Mr. Fielding's report. Presented May 28, 1920. Mr. McCurdy. *Not printed.*

181. Return to an Order of the House of the 12th May, 1920, for a return showing the total amounts paid for advertisements or newspaper articles relating to voluntary enlistment before the Military Service Act of 1917 was in force: (*a*) to English newspapers in Canada and United States; (*b*) to French newspapers in Canada and United States; (*c*) to English newspapers in the province of Quebec; (*d*) to French newspapers in the province of Quebec. Presented May 28, 1920. Mr. Archambault...*Not printed.*

182. Return to an Order of the House of the 15th March, 1920, for a Return showing:—How many of the 22,954 temporary appointments made by the Board of Civil Service Commissioners since the armistice are at present on the pay rolls of the various departments of the Government. Presented May 28, 1920. Mr. Sinclair (Antigonish.) *Not printed.*

183. Return to an Order of the House of the 3rd May, 1920, for a Return showing:—1. How many generals belonging to the permanent force have had to give up their rank during the last six months. 2. How many generals have been promoted since the armistice, and the names of those who are still in the service. 3. How many officers have

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been promoted brigadier general since the armistice, their names, how they are employed, and whether it is the intention to retain them in that rank. 4. How many officers of the permanent force have been pensioned, their names and the amount of pension. Presented May 28, 1920. Mr. Bureau .... *Not printed.*

184. Final report of the work of Canadian Munition Resources Commission, from November, 1915, to March, 1919, inclusive. Presented by Sir Robert Borden, May 31, 1920.. *Not printed.*

184*a*. Copy of Order in Council, P.C. 1192, dated the 29th May, 1920; Dissolving the Canadian Munitions Resources Commission. Presented by Sir Robert Borden, May 31, 1920.. *Not printed.*

185. Return to an Order of the House of the 26th April, 1920, for a copy of all correspondence between the Government or any member thereof and the Canadian Press, Limited, and the Canadian Associated Press, with regard to the establishment of an Imperial news service. Presented May 31, 1920. Mr. Robb............... *Not printed.*

186. Return to an Order of the House of 3rd May, 1920, for a copy of all correspondence, telegrams, petitions or any other documents relative to the appointment of the Deputy Postmaster at Edmonton, Alberta. Presented May 31, 1920. Mr. Mackie (Edmonton.).. *Not printed.*

187. Return to an Order of the House of 31st March, 1920, for a copy of all correspondence, letters, telegrams, reports by detectives and others, and every document relating to the theft of Fifty Thousand dollars from the post office in the City of Edmonton, and to George Armstrong, Postmaster of the said post office, as well as to all employees in the said post office so far as all these may relate to the theft of Fifty Thousand dollars. Presented May 31, 1920. Mr. Mackie (Edmonton.).. *Not printed.*

188. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Names and respective salaries of the employees of the Parliamentary Library. 2. How many are graduates of any college in Arts or Library Science. 3. Whether it is the intention of the Government to make any more appointments to the said Library of persons who have not taken a library science course in some recognized college. Presented May 31, 1920. Mr. Wigmore.. *Not printed.*

189. Return to an Order of the House of the 17th May, 1920, for a Return showing:—1. Whether the steamship *Metagama* sailed from Liverpool carrying soldiers and their families on or about the eighth day of February, A.D. 1919. 2. Complaints made to the Militia Department or any other department of the Government as to the condition of said steamer at time of sailing and during said voyage. 3. Complaints made to the Government or any department thereof as to the treatment accorded to said soldiers, their wives or families during said voyage. 4. Whether a delegation from the City of St. John appeared before a committee of the Cabinet on or about the 27th day of February, 1919, protesting against alleged ill treatment of said soldiers and their families during the said voyage. 5. If so, who comprised said delegation and what members of the Government acted on said Cabinet committee. 6. Whether the Government took any action as a result of said conference. If so, what action, and the result of same. 7. Whether said delegation filed affidavits or solemn declarations of passengers as to the condition of the steamer and treatment accorded said passengers during said voyage. 8. If so, whether the Government held an investigation concerning said complaints. 9. Result of such investigation. Presented June 2, 1920. Mr. Copp.. *Not printed.*

190. Return to an Order of the House of the 19th May, 1920, for a Return showing:—1. Total amount of sick mariners' dues collected from shipping entering Canadian ports for each of the years 1912, 1913, 1914, 1915, 1916, 1917, 1918 and 1919. 2. Amount expended by the Government in assistance to sick or distressed mariners during each of said years. 3. Number of officials of the Marine Department in Ottawa engaged exclusively on duties connected with collection, distribution and administration of sick mariners' dues. 4. Number of officials of Marine Department transferred to Health Department in connection with sick mariners' dues. Presented June 2, 1920. Mr. Stevens.. *Not printed.*

191. Return to an Order of the House of the 10th March, 1920, for an order showing:—1. Number of dismissals of Civil Servants made in the cities of the Dominion of Canada since the 1st of January, 1915. 2. Number of appointments which have taken place or have been made of Civil Servants in the cities of the Dominion of Canada since January, 1915. Presented June 2, 1920. Mr. Mackie (Edmonton.).. *Not printed.*

192. Return to an Order of the House of the 10th March, 1920, for a return giving a list of the lawyers from the province of Quebec who acted: (*a*) as public representatives; (*b*) military representatives; (*c*) in the office of the registrars; and (*d*) in the office of the Central Appeal Judge, during the administration of the Military Service Act, showing the amount paid to each of the said lawyers. Presented June 4, 1920. Mr. Archambault........... *Not printed.*

193. Copies of Orders in Council, P.C. 1022, dated 8th May, 1920, P.C. 1065, dated 15th May, 1920, and P.C. 1280, dated 4th June, 1920, covering the Cost of Living Bonus for employees in the Civil Service of Canada for the fiscal year, 1920–21. Presented by Hon. Mr. Rowell, June 7, 1920.. *Not printed*

194. Copies of Orders in Council in respect to the Federal Housing Scheme, as follows:—P.C. 639, of March 27, 1920, authorizing an increase in the maximum amounts of the loans which may be granted under Class (*a*) of the Federal project. P.C. 375, of February 20, 1919, approving the General Scheme of Housing of the Province of Ontario. P.C. 2201, of October 30, 1919, approving certain amendments to the British Columbia Housing Scheme, approved on May 1, 1919, P.C. 907. P.C. 1090, of May 19, 1920, approving certain amendments to the General Housing Scheme of the Province of Quebec. P. C. 1233, of May 31, 1920, approving the General Scheme of Housing of the Province of Saskatchewan. Presented by Hon. Mr. Rowell, June 7, 1920.................. *Not printed.*

195. Return to an Order of the House of the 5th May, 1920, for the production of copies of all letters, telegrams, papers and correspondence exchanged between the Department of Agriculture and others in reference to the establishment of a Demonstration Farm at Baie St. Paul, in the County of Charlevoix. Presented June 7, 1920. Mr. Casgrain. *Not printed.*

196. Return to an Order of the House of the 8th April, 1920, for a Return showing:—1. What is, or has been, the numerical strength of the staff of the Department of Public Works, by districts, throughout the Dominion of Canada since the 1st of January, 1915, to the 1st of January, 1920. 2. The names of the employees. 3. What salary is paid, or was, to each employee of the Department during this period. 4. Which of said employees could have been discharged since January, 1917. 5. How many employees in each district can now be dispensed with. 6. The expenditure in each of said districts during the entire period. Presented June 8, 1920. Mr. Mackie (Edmonton). *Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

196a. Supplementary Return to an Order of the House of the 8th April, 1920, for a Return showing:—1. What is, or has been, the numerical strength of the staff of the Department of Public Works, by districts, throughout the Dominion of Canada since the 1st of January, 1915, to the 1st of January, 1920. 2. The names of the employees. 3. What salary is paid, or was, to each employee of the Department during this period. 4. Which of said employees could have been discharged since January, 1917. 5. How many employees in each district can now be dispensed with. 6. The expenditure in each of said districts during the entire period. Presented June 17, 1920. Mr. Mackie (Edmonton)...*Not printed.*

197. Return to an Order of the House of the 10th March, 1920, for a copy of all letters, telegrams, documents, petitions, reports, received by the Department of Railways and Canals and Canadian National Railways, and the correspondence exchanged between this Department and different persons and public bodies in reference to the curtailing of the railway service along the new line of the Quebec and Saguenay Railway between Quebec and Murray Bay since the 1st of November, 1919. Presented June 8, 1920. Mr. Casgrain..............*Not printed.*

198. Return to an Order of the House of the 7th April, 1920, for a copy of all correspondence, letters and telegrams in connection with the granting of an allowance by the Post Office Department for a regular postal ferry service by motor yacht between Ste. Catherine and Tadoussac. Presented June 8, 1920. Mr. Savard......*Not printed.*

199. Return to an Order of the House of the 15th March, 1920, for a copy of all letters, petitions, telegrams and other documents relating to the retention in office, as a Fishery Overseer, of John A. Dillon, of Guysborough, N.S. Presented June 8, 1920. Mr. Sinclair (Antigonish)...*Not printed.*

200. Return to an Order of the House of the 12th April, 1920, for a copy of all documents, letters, telegrams and all other papers and correspondence exchanged between the Government or any department or commission thereof and the Government of the United States, the State of New York, the State of Vermont, or any other body, and a copy of any evidence given before any commission, referring to seine or net fishing in Mississquoi bay. Presented June 8, 1920. Mr. Kay...*Not printed.*

201. Return to an Order of the House of the 5th May, 1920, for a Return showing amount of money spent by the Dominion Government since Confederation on improvements in the harbours of Halifax, St. John, Quebec, Montreal, Toronto, Hamilton, Port Arthur, Victoria and Vancouver. Presented June 8, 1920. Mr. Foster (York). *Not printed.*

202. Orders of the Director of Coal Operations—Nos. 1 to 144, inclusive. Presented by Hon. Mr. Meighen, June 8, 1920. *Not printed.*

203. Return to an Order of the House of the 22nd March, 1920, for a Return showing:—1. Number of automobiles valued under $1,000 imported into Canada in each of the years 1918 and 1919. 2. Number valued at between $1,000 and $2,000. 3. Number at a greater valuation than $2,000. 4. Duty collected on these automobiles. 5. The duty collected on parts of automobiles imported during the years 1918 and 1919. 6. On what number of automobiles valued at less than $1,000 excise duty was paid in the years 1918 and 1919. 7. On what number of automobiles valued at between $1,000 and $2,000 excise duty was paid in the same years. 8. On what number of automobiles valued at over $2,000 excise duty was paid in the same years. 9. The amount of such excise duty. Presented June 9, 1920. Mr. Ross...*Not printed.*

204. Return to an Order of the House of the 5th May, 1920, for a copy of all papers, documents and letters in connection with Dr. Michel Fiset, of Quebec City, appointment by Order in Council, dated 18th April, 1914, as parcel post supervisor in Quebec City, with a salary of $2,800 a year. Presented June 10, 1920. Mr. Lavigueur ..*Not printed.*

205. First Annual Report of the Board of Commerce of Canada, dated 31st May, 1920: and also,—Copy of Order in Council, P.C. 1264, dated 1st June, 1920, submitting the above Report for His Excellency's information. Presented by Sir Robert Borden, June 10, 1920...*Not printed.*

206. Copy of Order in Council, P.C. 2529, dated December 18, 1919, regarding the distribution to the Provinces of the sum of $200,000, which was placed at the disposal of the Department of Health for combatting venereal diseases. Presented by Hon. Mr. Rowell, June 11, 1920.......................................*Not printed.*

207. Copy of Agreement between the Chief and Principal men of the Chippewas of Sarnia Band of Indians and His Majesty the King regarding the surrender of the Sarnia Indian Reserve to the Government of Canada, dated at Sarnia, Ont., 10th December, 1919. Presented by Hon. Mr. Meighen, June 14, 1920........................*Not printed.*

208. Return showing:—1. How many sittings were held by the Railway Commission to fix compensation for damages caused by the passing of the Canadian Northern through North Bay. 2. Who presided over the said sittings. 3. The awards made. 4. To whom they were paid. 5. The total cost of the said sittings. 6. The amount paid for counsel fees. 7. What amount was paid for witnesses. 8. To whom the amounts were paid. Presented June 16, 1920. Mr. McDonald...*Not printed.*

208a. Supplementary Return to an Order of the House of the 16th June, 1920, for a Return showing:—1. How many sittings were held by the Railway Commission to fix compensation for damages caused by the passing of the Canadian Northern through North Bay. 2. Who presided over the said sittings. 3. The awards made. 4. To whom they were paid. 5. The total cost of the said sittings. 6. The amount paid for counsel fees. 7. What amount was paid for witnesses. 8. To whom the amounts were paid. Presented June 21, 1920. Mr. McDonald. *Not printed.*

209. Return to an Order of the House of 2nd June, 1920, for a copy of all papers, documents, telegrams and reports concerning the indemnity paid to the widow and children of J. L. A. Forbes, killed at Aston Junction, the 11th of September, 1918, while on duty as brakeman on the Government railways. Presented June 17, 1920. Mr. Bourassa. *Not printed.*

210. Partial Return to an Order of the House of 5th May, 1920, for the production of copies of all Rules of Court made by the different Superior Courts of Criminal Jurisdiction of Canada according to the provisions of Section 576 of the Criminal Code. Presented June 17, 1920. Mr. Casgrain......................................*Not printed.*

211. Return to an Order of the House of 19th March, 1920, for a copy of all correspondence between the Prime Minister of Canada and the Prime Minister of Great Britain under authority of a resolution of the Imperial War Cabinet of July 30, 1918. Presented June 17, 1920. Mr. Fielding...*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

212. Copy of Order in Council, P.C. 1361, dated 16th June, 1920, accepting the resignation of Mr. W. F. O'Connor, as a Commissioner of the Board of Commerce of Canada; and also,—copy of letter communicating the said resignation. Presented by Sir Robert Borden, June 17, 1920..................................... *Not printed.*

213. Return to an Order of the House of the 26th May, 1920, for a copy of all correspondence, petitions, reports and other documents regarding the establishment of rural mail routes in the parishes of Champlain, Batiscan and St. Luc, in the County of Champlain, Quebec. Presented June 18, 1920. Mr. Desaulniers.............. *Not printed.*

214. Return to an Order of the House of the 19th April, 1920, for a Return showing:—1. Number of non-Canadian born in the different Departments of the Government where the services of Engineers, Architects, Draughtsmen, etc., are required. 2. Number of non-Canadian born Engineers, Architects, Draughtsmen, etc., who have been given positions within the last five years in the different departments of the Government. 3. Number of Canadian born Engineers, Architects, Draughtsmen, etc., who have obtained similar positions within the last five years. 4. Whether American Engineers were given preference in obtaining such positions and appointed over the heads of Canadian born Engineers, Architects, etc. Presented June 21, 1920. Mr. Casgrain *Not printed.*

215. Return to an Order of the House of the 10th May, 1920, for a Return showing:—1. Total amount of drawback for the fiscal year ending March 31, 1920, paid to textile manufacturers on (*a*) raw cotton, and (*b*) cotton yarns. 2. Total amount of drawback for the fiscal year ending March, 1920, paid to textile manufacturers on (*a*) raw wool, and (*b*) wollen yarns. Presented June 21, 1920. Mr. Reid (Mackenzie)................................ *Not printed.*

216. Copy of Order in Council number 1238, passed on the 31st day of May, 1920, concerning a contract entered into with Griffenhagen and associates at a rate of $10,000 per month. Presented June 21, 1920. Mr. Lemieux.... *Not printed.*

217. Statement showing number of Employees in the several Departments of the Public Service for the fiscal year ending March 31, 1921, designated in accordance with the new Classification Schedules. (Subject to possible amendment in some instances as the result of appeals pending but not yet finally disposed of.) Presented by Hon. Mr. Powell, June 23, 1920.. *Not printed.*

218. Return to an Order of the House of the 31st May, 1920, for a copy of all letters, telegrams and other documents relating to the closing of the life saving station at Richibucto Beach, in the county of Kent, N.B. Presented June 24, 1920. Mr. Leger.. *Not printed.*

219. Return to an Order of the House of the 15th April, 1920, for a Return showing:—1. When the work under the present scheme of development of Toronto Harbour was commenced. 2. Miles of docks included in this scheme and how much of this work has been completed. 3. Depth of water provided by this scheme. 4. Expenditure by the Dominion Government on this scheme for each year since the commencement of the work. 5. Number of ships and tonnage entered and cleared from this harbour each year since 1912. 6. Amount of water borne freight imported and exported to and from this harbour since 1912. 7. What reduction, if any, in freight rates on goods entering and leaving Toronto by rail has been secured by reason of the harbour improvements in question. 8. What the extent of land reclamation is in connection with this scheme. 9. Who the owner of this land is and what the policy of the Government is relative thereto. 10. Depth of the St. Lawrence canals and of the Welland canal. Presented June 24, 1920. Mr. Campbell.. *Not printed.*

220. Return to an Order of the House of 12th May, 1920, for a copy of all letters, telegrams, correspondence, documents and other papers exchanged between the Dominion Government, or any official thereof, or the officials of the Canadian Government Railways and the Government of New Brunswick, or any official of the said Government, or any of the officials of the St. John and Quebec Railway Company with regard to the procuring of running rights for the trains of the St. John and Quebec Railway over the Canadian Pacific Railway between Westfield Beach and St. John. Also of all papers, documents and correspondence exchanged between the Dominion Government or any official thereof or any officials of the Canadian Government Railways and the Canadian Pacific Railway Company or any official thereof, regarding the securing of the said running rights. Presented June 20, 1920. Mr. Caldwell.. *Not printed.*

221. Return to an Order of the House of the 20th May, 1920, for a copy of all telegrams, letters and other documents relating to the closing of the Life Saving Station at Cheticamp, Inverness County, N.S. Presented June 26, 1920. Mr. Chisholm.. *Not printed.*

222. Report of the Administrative Chairman of the Honourary Advisory Council for Scientific and Industrial Research of Canada, for the year ending March 31, 1920. Presented by Sir George Foster, June 26, 1920..... *Not printed.*

223. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1920. The Senate......... *Not printed.*

224. Return to an Order of the House of the 23rd June, 1920, for a copy of letters, telegrams, petitions and documents of all kinds which passed between the Department of Public Works and any person during the years 1918, 1919, 1920, in any way referring to improvements made on Grand Etang Harbour, N.S. Presented June 30, 1920. Mr. Chisholm.. *Not printed.*

225. Return to an Order of the House of the 28th April, 1920, for a Return showing:—1. Number of private, assistant private, joint and associate secretaries appointed to members of the Cabinet, Chairman or Members of Commission since 1911, and how much money has been paid to each of them respectively. 2. Number of private, assistant private, joint and associate secretaries each of the Members of the Cabinet actually have. 3. Their names and respective salaries. 4. Number of employees in the office of each member of the Cabinet, their names and respective salaries. Presented June 30, 1920. Mr. Dechene.............................. *Not printed.*

226. Return to an Order of the House of the 7th June, 1920, for a Return showing amounts paid to the following newspapers during the fiscal years 1919 and 1920 respectively for (*a*) advertising, (*b*) printing: *Montreal Gazette* and The Gazette Printing Company, *Montreal Daily Star*, *The Globe*, *The Mail and Empire*, Toronto, *The Telegram*, Toronto, *The Star*, Toronto, *The Journal* and *The Journal Press*, Ottawa, *The Citizen*, Ottawa. Presented June 30, 1920. Mr. Cowan.. *Not printed.*

227. Return to an Order of the House of the 8th October, 1919, for a copy of all letters, telegrams, petitions, memorials or other papers or documents received by the Right Honourable the Prime Minister or any member of the Government during the year 1919 relating to the appointment of a Lieutenant-Governor for Prince Edward Island and the replies thereto. Presented June 30, 1920. Mr. Sinclair (Antigonish).

CONTENTS OF VOLUME 10—*Concluded.*

228. Return to an Order of the House of the 26th May, 1920, for a Return showing:—1. Who are or who were the men engaged by the Civil Service Commission to re-classify the Civil Service at Ottawa. 2. When they were employed and at what rate of wages. 3. Whether they are still in the service of the Civil Service Commission or are any of them in said service. 4. How much was paid to each of such assistants from date of engagement up to the end of April, 1920. 5 Total amount paid to the men so engaged from the date of the engagement to the end of April 1920. Presented June 30, 1920. Mr. McKenzie.. ....*Not printed.*

229. Return to an Order of the House of the 29th September, 1919. for a Return showing the cost of the Military Hospital at Saint Anne de Bellevue; the number of patients received and treated therein, to date; expenses to date for maintenance as to, (*a*) coal; (*b*) wood; (*c*) electricity; (*d*) food; (*e*) lingerie; (*f*) remedies; (*g*) social events and recreations; the cost of theatre installed in hospital; names of physicians, officers, nurses and privates of the general services, showing those who went to the front, and those who did not; their nationality and religion; salaries paid to each of the said persons; and the names and salaries of the chaplains attached to the hospital. Presented June 30, 1920. Mr. Archambault..*Not printed.*

230. Return to an Order of the House of the 14th June, 1920, for a Return showing the names of the societies which have filed copies of policies complying with the provisions of the Insurance Act, 1910, Geo. V, Chap. 157, Section 115; the names of the societies which have neglected to file copies of policies as required by said Act, and to whom licenses have been issued for the current year; and names of any societies from whom licenses have been withheld. Presented June 30, 1920. Mr. Archambault..*Not printed.*

231. Halifax Graving Dock, *re* expropriation of. The Senate..*Not printed.*

CANADA
DOMINION BUREAU OF STATISTICS

CENSUS OF INDUSTRY
1918

PULP AND PAPER
1918

(Prepared in collaboration with the Dominion Forestry Branch;
The Department of Crown Lands, Nova Scotia; The
Department of Lands and Mines, New Brunswick;
The Department of Lands and Forests,
Quebec; and the Department of
Lands, British Columbia.)

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OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

CENSUS OF INDUSTRY, 1918.

PULP AND PAPER.

Preface.

The statistics of the pulp and paper industry in this report were collected and compiled during 1919, as for the calendar year 1918. Acknowledgments are tendered to the Department of Crown Lands, Nova Scotia, the Department of Lands and Mines, New Brunswick, the Department of Lands and Forests, Quebec, the Department of Lands, British Columbia and the Canadian Pulp and Paper Association for their assistance in preparing the preliminary lists of operating concerns and in securing a complete return.

The report has been compiled and written under a co-operative arrangement between the Bureau of Statistics and the Forestry Branch of the Department of the Interior, the work of the Bureau being under the supervision of Mr. J. C. Macpherson, whilst the report was checked and edited by Mr. R. G. Lewis, B. Sc. F. of the Forestry Branch.

R. H. COATS,
Dominion Statistician.

Dominion Bureau of Statistics,
Ottawa, January, 1920.

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THE PULP AND PAPER INDUSTRY, 1918.

Introduction and Summary.

That the expansion of the pulp and paper industry in Canada continues, is shown by a comparison of the statistics for the calendar year 1918 with those of the year 1917, as presented in this report.

The number of mills operating in 1917 was 83, with a production of $96,340,327. In 1918 the number of active mills had risen to 94 and the volume of production to $119,309,434, an increase in the number of active mills of 11, or 13·25 per cent, and in production of $22,969,107, or 23·84 per cent.

The consumption of pulpwood in 1918 was 2,210,744 cords, as compared with 2,104,334 cords in 1917, or an increase for the year of 5 per cent. The total cut of pulpwood for manufacture and for export, which in 1917 was 3,122,188 cords, increased to 3,560,280 cords in 1918. The quantity cut for export rose from 1,017,854 cords in 1917 to 1,349,536 cords in 1918, an increase of 331,682 cords, or 32·50 per cent.

Capital investment in the pulp and paper industry is shown in the following comparative summary for the years 1917 and 1918:—

Items of Capital	1917	1918	Increase	
			Amount	Per cent
	$	$	$	p.c.
Land, buildings and fixtures	84,461,837	118,805,581	34,343,744	40·66
Machinery and tools	59,266,596	60,627,266	1,360,670	2·29
Materials on hand, stocks in process, etc	27,902,466	39,652,078	11,749,612	42·11
Cash, trading and operating accounts, etc	15,156,506	22,259,779	7,103,273	46·86
Totals	**186,787,405**	**241,344,704**	**54,557,299**	**29·21**

The increase in total capital investment, as shown in the bulletin for 1917 for the two-year period 1915-17, was 39·6 per cent, or an annual average of 19·8. The increase for 1918 was 29·21 per cent, or an increase of almost 10 points over the annual average for the preceding years.

Salaries and wages rose from $20,358,019 in 1917 to $26,974,225 in 1918, an increase of $6,616,206, or 32·5 per cent. The number of persons employed on salary increased from 1,563 in 1917 to 1,929 in 1918, or a percentage increase of 23·41. The average number of persons working for wages, which in 1917 was 21,402, increased during the year 1918 to 23,934, or 11·83 per cent.

Arrangement of report.—The statistics of the present report deal with the various phases of the industry, comprising production, raw materials, capital, equipment and power, employees, salaries and wages, working time, miscellaneous expenses, and exports and imports.

For the purposes of the investigation the various concerns engaged in this industry are grouped under three headings: (1) mills making pulp only; (2)

mills making both pulp and paper; and (3) mills making paper only. Statistics are presented in the tables for each of these groups, as well as for " all mills."

Production.

The opening tables of the report (Tables I and II) deal with the production of wood-pulp and paper respectively.

Wood-pulp.—The production of wood-pulp in the Dominion for the calendar year 1918 in all classes of mills amounted to 1,557,193 tons, as compared with 1,464,308 tons in 1917 and 1,296,084 tons in 1916. Of the 1918 product, 820,584 tons were used by the producing mills in the manufacture of paper, and 736,609 tons were made for sale. The amount received for pulp sold was $41,302,882, or an average price per ton for all classes of pulp of $56.07. The quantity and value of each kind of pulp made for sale, and also the average value per ton at the mill, is given in the following summary:—

Kinds of Pulp made for sale	Quantity	Value	Average value per ton
	tons	$	$
Ground wood-pulp	273,180	7,133,711	26·11
Sulphite fibre	318,882	22,464,063	70·44
Sulphate fibre	144,547	11,705,108	80·98
Totals	**736,609**	**41,302,882**	**56·07**

There is also an item " miscellaneous products " in Table I, amounting to $1,305,639, which is made up of sawn lumber and certain by-products of the industry.

Paper.—Table II deals with the production of paper of all kinds by quantities and values for each class of mills. The following summary table shows the tonnage, value and value per ton of each class of paper products, and also the percentage of each to the total production:—

Classes of paper	Tons	Value	Average value per ton	Per cent of total tonnage	Per cent of total value
		$	$ cts.		
Newsprint	734,783	46,230,814	62 91	75·93	63·22
Book and writing paper	48,150	10,732,807	222 90	4·97	14·68
Wrapping paper	61,180	7,341,372	119 99	6·32	10·04
Boards	87,749	5,551,409	63 26	9·07	7·59
Other paper products	35,862	3,267,142	91 10	3·71	4·47
All other products (value only)	....	3,577,369	–	–	–
Totals	**967,724**	**76,700,913**	–	**100·00**	**100·00**

The newsprint group, which in 1917 accounted for 80·8 per cent of the total tonnage and 62·4 per cent of the total value, fell in 1918 to 75·93 per cent of the tonnage, but shows a small increase in per cent of total value, being 63·22. Book and writing paper, which were 5·6 per cent of the tonnage and 14·9 per cent of the value in 1917, fell to 4·97 per cent of the tonnage and 14·68 per cent of the value in 1918. The other groups show increases in tonnage and value over 1917, the percentages being as follows: wrapping papers, which in 1917 were 5·9 per cent of the total tonnage and 9·1 per cent of the total value, rose in 1918 to 6·32 per cent of tonnage and 10·04 per cent of value; boards, which in 1917 were 6·3 per cent of tonnage and 5·7 per cent of value, rose in 1918 to 9·07 per cent of tonnage and 7·59 per cent of value; other paper products, which were in 1917 1·3 per cent in tonnage and 2·4 per cent of value, rose to 3·71 per cent and 4·47 per cent for tonnage and value respectively in 1918.

The average value per ton of newsprint paper rose from $56.35 in 1917 to $62.91 in 1918, an advance of $6.56 per ton, or 11·64 per cent; book and writing paper rose from $193.40 per ton in 1917 to $222.90 per ton in 1918, an advance of $29.50 per ton, or 15·25 per cent; wrapping papers rose from $112.12 per ton in 1917 to $119.99 per ton in 1918, an advance of $7.87 per ton, or 7·02 per cent. Boards on the other hand show a decline from $65·50 per ton in 1917 to $63·26 per ton in 1918, a decrease per ton of $2.24, or 3·42 per cent; other paper products also show a decrease, having fallen from $132.06 per ton in 1917 to $91.11 per ton in 1918, a decline of $40.95 per ton, or 31 per cent.

The number of mills engaged in the production of paper is shown by classes, as follows: Newsprint, 23 mills; book and writing paper, 16 mills; wrapping paper, 16 mills; boards, 13 mills; and other paper products, 18 mills.

The production of paper by provinces is summarized in the following table by tonnage and value:—

		British Columbia	Ontario	Quebec	Canada
Newsprint	tons	113,142	325,023	296,618	734,783
	value	7,576,711	20,673,268	17,980,835	46,230,814
Book and writing paper	tons	–	30,989	17,161	48,150
	value	–	6,319,007	4,413,800	10,732,807
Wrapping paper	tons	9,374	12,388	39,418	61,180
	value	1,244,504	1,330,316	4,766,552	7,341,372
Boards	tons	–	51,922	35,827	87,749
	value	–	2,810,527	2,740,882	5,551,409
Other paper products	tons	–	4,906	30,956	35,862
	value	–	735,840	2,531,302	3,267,142
Other products (value only)		442,990	1,399,811	1,734,568	3,577,369
Total	**(paper tonnage)**	**122,516**	**425,228**	**419,980**	**967,724**
	(value all products)	**9,264,205**	**33,268,769**	**34,167,939**	**76,900,913**

Raw Materials.

Materials used in the Manufacture of Wood-pulp.—Tables III, IV, V, VI, and VII deal exclusively with the wood used in the manufacture of pulp, forming the principal or primary raw material. Table VIII treats of the secondary materials used with wood in the manufacture of chemical pulp.

The consumption of pulpwood in all mills making pulp, whether purchased or cut from own limits in 1918, was 2,210,744 cords, of the value of $24,886,475, as compared with 2,104,334 cords, of the value of $18,817,483 in 1917. The average price per cord was $8.94 in 1917 and $11.26 in 1918, being an increase per cord over the previous year of 25·83 per cent.

Pulpwood consumption in the provinces continues in the same order as in the reports for previous years, Quebec leading with 1,085,478 cords, Ontario being second with 784,691 cords, British Columbia third with 218,774 cords, New Brunswick fourth with 110,133 cords, and Nova Scotia fifth with 11,668 cords. The quantity of pulpwood consumed shows an increase in each of the provinces except Nova Scotia, where the decrease amounted to 6,706 cords.

Spruce with 1,638,733 cords continues to lead all classes of wood used in the production of pulp, being 74·13 per cent of the total of all woods. Balsam fir is next in order with 447,243 cords or 20·23 per cent, hemlock with 89,007 cords or 4·30 per cent, jack pine with 25,851 cords or 1·16 per cent, poplar with 9,885 cords or ·45 per cent, and all other woods with 25 cords. Spruce and hemlock show slight decreases in the quantity used as compared with 1917, while the principal remaining woods show increases.

The number of mills reporting the consumption of each kind of wood is shown in Table IV. Spruce was reported as used in 57 mills, balsam fir in 35 mills, hemlock in 7 mills, poplar in 8 mills and jack pine in 2 mills.

For the first time in the history of the industry the quantity of wood used in the manufacture of sulphite pulp exceeds that of ground wood, the figures for 1918 being 1,044,697 cords and 873,084 cords, respectively. The percentages of wood used in the various processes in 1918, were for mechanical or ground wood pulp 39·50 per cent, for sulphite fibre 47·01 per cent, for sulphate fibre 13·14 per cent and for soda fibre ·35 per cent, or a total of 60·50 per cent for the chemical process, as compared with 39·50 per cent for the mechanical process. The increase in the proportion of wood used in the manufacture of pulp by the chemical processes does not represent an equal increase in the production of pulp by these methods as will be seen from a study of Table IX, which gives the average number of pounds of pulp produced per cord of wood in each of the processes, a comparative summary of which follows for the years 1917 and 1918:—

Year	Pounds of pulp produced per cord of wood			
	Soda lb.	Sulphate lb.	Sulphite lb.	Ground wood lb.
1917	930	1,105	1,063	2,043
1918	980	1,133	1,037	2,039

The quantity of pulp produced per cord of wood in the provinces varies considerably in each of the processes. British Columbia is highest in the production of pulp by the mechanical process, averaging 2,485 pounds per cord. Quebec is next with 2,078 pounds, Ontario third with 1,917 pounds, New Brunswick fourth with 1,893 pounds and Nova Scotia fifth with 1,825 pounds. In the sulphite process British Columbia again leads with an average production of 1,059 pounds per cord, followed by New Brunswick with 1,046 pounds, Quebec with 1,042 pounds and Ontario with 1,002 pounds. In the sulphate process Ontario is first with 1,176 pounds per cord, British Columbia second with 1,163 pounds per cord, Quebec third with 1,145 pounds and New Brunswick fourth with 1,050 pounds. Ontario and Quebec are the only provinces producing pulp by the soda process, the quantity per cord being 1,000 pounds and 961 pounds respectively.

The value of the wood used in the various processes rose from $8.94 in 1917 to $11.26 in 1918, an increase of $2.32 per cord, or 26 per cent.

The value of wood used in the mechanical process rose from $8.07 in 1917 to $11.40 in 1918, or 41 per cent. In the sulphite process the rise is less marked as only the higher grades are used, the prices being $10.18 per cord in 1917 as compared with $11.64 in 1918, an increase of about 14·5 per cent. The value of wood in the sulphate process rose from $8.10 per cord in 1917, to $9.41 per cord in 1918, or 16·2 per cent. By the soda process the increase was from $10.07 per cord in 1917 to $11.23 per cord in 1918, or nearly 11·5 per cent.

The value of all other materials used in the manufacture of wood-pulp is shown in table VIII, and amounts to $4,938,667, as compared with a total cost of $1,602,212 in 1917. The items comprising this total were sulphur, 58,950 tons, valued at $1,830,319; limestone and lime, 127,014 tons ,valued at $729,793; sulphate of soda, 20,495 tons, valued at $522,423; soda ash, 3,708 tons, valued at $159,430; bleach, 3,061 tons, valued at $140,287; and all other miscellaneous materials for which quantities were not specified, valued at $1,556,415.

Materials used in the Manufacture of Paper.—The quantity and value of the materials used in the manufacture of paper, whether in the raw or partially manufactured state, are shown in table X by provinces and classes of mills. A summary table for the Dominion showing the quantities and values of the principal materials in 1918 follows:—

Kinds of materials	Quantity	Cost value at mill
	tons	$
Ground wood pulp	679,395	14,215,895
Sulphite fibre	242,685	13,665,361
Sulphate fibre	35,587	2,260,443
Soda fibre	4,775	397,621
Other chemical fibre	2,419	219,654
Rags	20,138	1,412,367
Old or waste paper	46,350	1,320,338
All other paper stock	8,764	634,149
Soda ash	968	47,280
Alum	8,382	375,366
Clay	9,212	217,922
All other materials (value only)	–	2,782,940
Total cost of materials	–	37,549,336

The total cost of materials in 1917 was $28,617,334 and in 1918, $37,549,336, an increase of $8,932,002, or 31·2 per cent.

Fuel consumption.—Table XI shows the quantities and values of the various kinds of fuel used in each class of mills for the year ended December 31st, 1918. The total cost of all fuel used in the industry was $10,191,084, of which bituminous coal accounted for $9,151,522 or about 90 per cent of the entire fuel cost. The following summary table shows the quantity and value of each class of fuel used in the Dominion by origin:—

Kinds of fuel		Canadian		Foreign	
		Quantity	Value	Quantity	Value
			$		$
Bituminous coal, slack	ton	11,388	84,832	212,938	1,650,681
Bituminous coal, lump	"	2,972	30,711	255,960	1,880,239
Bituminous coal, run of mine	"	128,979	1,981,579	399,362	3,523,480
Anthracite coal, dust	"	–	–	12,174	90,000
Anthracite coal, lump	"	–	–	162	1,762
Lignite coal	"	788	7,410	17	190
Coke	"	–	–	36	676
Gasoline	gal.	91,451	22,002	–	–
Oil (fuel)	"	1,820	373	13,947,600	519,390
Wood	cd.	53,296	356,573	–	–
All other fuel		–	17,914	–	23,182
Total fuel cost		–	2,501,394	–	7,689,690

Agencies of Production — (1) Capital — Mill Equipment — Power Employed.

The agencies of production of a fixed character, as outlined above, are presented in Tables XII to XVI of this report.

Capital.—Table XII shows the distribution of capital under four heads: (*a*) land, buildings and fixtures, (*b*) machinery and tools, (*c*) materials on hand, stocks in process, finished products on hand, fuel and miscellaneous supplies, and (*d*) cash, trading and operating accounts and bills receivable. The statistics are also presented by provinces and classes of mills, a summary of which is appended for the Dominion:—

	In paper mills	In pulp mills	In pulp and paper mills	In all classes of mills
	$	$	$	$
Land, buildings and fixtures	4,379,659	37,230,737	77,195,185	118,805,581
Machinery and tools	3,965,298	18,098,279	38,563,689	60,627,266
Materials on hand, stocks in process, etc	2,276,540	8,955,808	28,419,730	39,652,078
Cash, trading and operating accounts, etc	1,899,268	7,423,399	12,937,112	22,259,779
Totals	**12,520,765**	**71,708,223**	**157,115,716**	**241,344,704**

PERCENTAGES

Land, buildings and fixtures	34·98	51·92	49·13	49·23
Machinery and tools	31·67	25·24	24·55	25·12
Materials on hand, etc	18·18	12·49	18·09	16·43
Cash, trading and operating accounts, etc	15·17	10·35	8·23	9·22
	100·00	**100·00**	**100·00**	**100·00**

The total capital investment by provinces for each class of mills in 1918 is presented in the following summary table:—

Provinces	In paper mills	In pulp mills	In pulp and paper mills	In all classes of mills
	$	$	$	$
British Columbia	–	17,413,569	25,292,419	42,705,988
Ontario	5,341,192	21,198,866	62,036,749	88,576,807
Quebec	7,179,573	24,490,175	69,786,548	101,456,296
New Brunswick	–	7,852,225	–	7,852,225
Nova Scotia	–	753,388	–	753,388
Totals for Canada	**12,520,765**	**71,708,223**	**157,115,716**	**241,344,704**

The percentage of capital is largest in the class of pulp and paper mills, being 65·10 per cent of the total; pulp mills are next with 29·71 per cent, and paper mills last with 5·19 per cent. Each province shows an increase in the amount of capital investment over 1917. British Columbia rose from $22,584,652 in 1917 to $42,705,988 in 1918, an increase of 90 per cent; Ontario from $72,006,972 in 1917 to $88,576,807 in 1918, or about 23 per cent; Quebec from $84,609,584 in 1917 to $101,456,296 in 1918, or about 30 per cent increase; New Brunswick from $7,136,277 in 1917 to $7,852,225 in 1918, or 10 per cent increase, and Nova Scotia from $449,920 in 1917 to $753,388 in 1918, or a little more than 67 per cent. The average value of the total capital invested in the 30 plants making paper only, was $417,359; in the 38 plants making pulp only, $1,887,058, and in the 26 combined pulp and paper mills, $6,042,912.

Pulp Mill Machinery (Table XIII).—The total capacity of mills making ground wood-pulp in the Dominion in 1918 was 1,146,154 tons dry weight, of which the mills in the province of Quebec reported a total capacity of 620,784 tons, or 54·16 per cent of the capacity of the Dominion. Ontario mills had a capacity of 382,270 tons, or 33·35 per cent; British Columbia mills of 103,600 tons, or 9·04 per cent; Nova Scotia mills of 31,500 tons or 2·75 per cent; and New Brunswick mills of 8,000 tons, or 0·70 per cent.

The actual output of ground wood-pulp in the Dominion during the year was 879,510 tons, or 76·74 per cent of the total capacity. In Quebec the actual output of ground wood-pulp was 493,520 tons ,or 79·50 per cent of full capacity; in Ontario the actual output was 277,922 tons, or 72·70 per cent of full capacity; in British Columbia the actual output was 91,588 tons, or 88·40 per cent of full capacity; in New Brunswick the actual output was 6,463 tons, or 80·80 per cent of full capacity; and in Nova Scotia the total actual output was 10,017 tons, or 31·80 per cent of full capacity.

Table XIV gives the equipment in mills making chemical pulp by the various processes. Sulphite pulp occupies the first place in the Dominion, with a yearly capacity of 613,477 tons and an actual putput of 494,322 tons, or 80 per cent of the full capacity. The sulphate process is next, with a yearly capacity of 191,620 tons and an actual output of 179,600 tons, or about 94 per cent of full capacity, and the soda process last, with a yearly capacity of 5,600 tons and an actual output of 3,761 tons, or 67 per cent of full capacity.

Paper Mill Machinery.—The machinery with which the different classes of mills are equipped for the manufacture of paper is given in Table XV for Canada and the provinces. The total yearly capacity of all mills making paper of any kind in the Dominion was 1,019,534 tons, and the actual output reported for the year was 967,724 tons, or about 95 per cent of full capacity. Ontario leads the provinces with a yearly capacity of 456,672 tons and an actual output of 425,228 tons, or over 93 per cent of full capacity. Quebec is second with a total yearly capacity of 424,862 tons and an actual output of 419,980 tons, or nearly 98 per cent of full capacity, and British Columbia third with a total yearly capacity of 138,000 tons and an actual output of 122,536 tons, or nearly 89 per cent of full capacity. From these figures it will be seen that the margin between capacity and output is 5 per cent for the Dominion, 7 per cent in Ontario, 2 per cent in Quebec, and 11 per cent in British Columbia.

Power Employed.—The various kinds of power employed in the industry, whether owned or rented, is presented in Table XVI for provinces and classes of mills. The total units of power in the Dominion in 1918 numbered 4,001 with a rated horse-power of 664,097, of which 546,198 was actually employed. Water-wheels or turbines consisted of 382 units or 360,858 rated and 300,965 actually used horse-power. Electric motors, owned and rented, numbered 2,946 units of 183,384 rated horse-power and 137,183 actually employed; steam engines numbered 269 units of 56,660 rated and 47,362 used horse-power; gasoline engines numbered 9 with 82 rated and 82 used horse-power. Other unspecified powers numbered 18 units with a rated horse-power of 3,100 and used horse-power of 2,375.

Of the total power actually employed 64·57 per cent was in pulp and paper mills, 30·86 per cent in pulp mills and 4·57 per cent in paper mills. By provinces, Quebec used 51·40 per cent of the power actually employed, Ontario 32·22 per cent, British Columbia 12·23 per cent, New Brunswick 2·48 per cent and Nova Scotia 1·67 per cent.

Agencies of Production — (2) Employees, Salaries, Wages, and Working Time.

Employment statistics are presented in Tables XVII to XX.

Employees, Salaries and Wages.—A general review of the number of persons at employment, male and female, by classes of mills, together with the amount paid in salaries and wages, is given in Table XVII. A comparison of the number at employment by classes and the salaries and wages paid for the years 1917 and 1918 shows as follows:—

		Male No.	Female No.	Salaries and Wages	Increase per cent	
					Employees	Salaries and Wages
				$		
Officers, superintendents and managers	1917	384	5	1,280,191		
	1918	462	2	1,807,468	19·28	41·19
Clerks, stenographers and other salaried employees	1917	961	213	1,288,821		
	1918	1,164	301	1,888,151	24·70	46·50
Wage earners, average number	1917	20,730	672	17,789,007		
	1918	23,086	848	23,278,606	11·83	30·86
Totals	**1917**	**22,075**	**890**	**20,358,019**		
	1918	**24,712**	**1,151**	**26,974,225**	**12·62**	**32·50**

It will be observed in the foregoing table that the total employees connected with the industry increased by 12·62 per cent and the total of salary and wage payments by 32·50 per cent. In the class of officials, superintendents and managers, the number of persons employed increased by 19·28 per cent and the salaries paid by 41·19 per cent. In the class including clerks, stenographers, etc., the number of persons employed increased by 24·70 per cent and the salaries by 46·50 per cent. In the class of employees working for wages the increase in number was 11·83 per cent and in wages paid, 30·86 per cent. Thus, while the number of employees in each class shows a considerable increase, the amounts paid in salaries and wages in the same classes show marked increases.

A comparison of the average salaries and wages paid to each class of employees for the calendar years 1917 and 1918 is given in the accompanying table:—

	1917	1918	Increase	
			Amount	Per cent
	$	$	$	
Officers, superintendents, etc.	3,291	3,895	604	18·35
Clerks, stenographers, etc.	1,098	1,289	191	17·39
Wage earners	831	972	141	16·97

It will be observed that the average salaries of officers, superintendents and managers have advanced from $3,291 in 1917 to $3,895 in 1918, an increase of $604 for the year, or 18·35 per cent; that of clerks, stenographers, etc., from $1,098 in 1917 to $1,289 in 1918, an advance of $191 per employee, or a per cent increase of 17·39. The average wages of workers rose from $831 in 1917 to $972 in 1918, or an advance in yearly wages of $141 each, equal to a per cent increase of 16·97.

The number of persons employed by months in the various classes of mills is shown in Table XVIII. The months of highest employment in pulp mills were from June to September, and the lowest December, January, February and March. In pulp and paper mills it ranges from June–August for highest and December–March for lowest employment. Paper mills show highest employment in December and lowest in January, while in the remaining months employment varies little from the average throughout the year.

Table XIX presents statistics of classified weekly wage payments by mill workers. A comparative table is given below. Of the 21,699 employees on wages in 1917, the number receiving less than $10 per week was 1,546, or 7·1 per cent of the total, whereas in 1918 the number receiving less than $10 per week was 1,173 or 5 per cent. Those receiving $10 but less than $15 per week numbered 6,999 in 1917, or 32·2 per cent, as compared with 3,062 in 1918, or 13·1 per cent. In the class receiving $15 per week but less than $20 the number was 8,130 in 1917, or 37·5 per cent as against 7,499 in 1918, or 32·2 per cent. In the class receiving $20 but less than $25 per week the number was 3,119 in 1917, or 14·4 per cent, as against 6,318 in 1918, or 27·1 per cent. In the class receiving more than $25 per week the number in 1917 was 1,905 or 8·8 per cent, as against 5,259 in 1918, or 22·6 per cent.

	1918					1917				
	Over 16 yrs.		Under 16 yrs.		Total	Over 16 yrs.		Under 16 yrs.		Total
	Male	Female	Male	Female		Male	Female	Male	Female	
Under $4	5	4	16	8	33	38	8	2	–	48
$4 but under $5	3	16	5	12	36	24	17	3	6	50
$5 but under $6	3	5	10	16	34	44	84	3	10	141
$6 but under $7	39	65	21	8	133	72	141	14	13	240
$7 but under $8	87	87	21	29	224	114	112	17	2	245
$8 but under $9	122	210	13	16	361	122	95	3	–	220
$9 but under $10	216	111	22	3	352	477	108	17	–	602
$10 but under $12	371	148	23	–	542	1,331	50	8	1	1,390
$12 but under $15	2,402	102	16	–	2,520	5,595	14	–	–	5,609
$15 but under $20	7,420	22	55	2	7,499	8,117	6	7	–	8,130
$20 but under $25	6,308	9	1	–	6,318	3,119	–	–	–	3,119
$25 and over	5,258	1	–	–	5,259	1,904	1	–	–	1,905
Totals	**22,234**	**780**	**203**	**94**	**23,311**	**20,957**	**636**	**74**	**32**	**21,699**

The average weekly wages of all employees irrespective of age or sex was $1,576 in 1917 and $1,920 in 1918, or an average increase of 21·83 per cent.

Table XX shows the average working hours for each class of mills, (*a*) on full time operation, (*b*) three-quarter time, (*c*) one-half time, (*d*) less than one-half time, and (*e*) idle. Pulp and paper mills lead with a total of 290·8 days on full time, followed by paper mills with 257·5 days and pulp mills with 245·7 days, or an average for the three classes of mills of 264·7 days. Pulp mills are highest on the per shift and per week basis with 11·2 and 70·3 hours, respectively, followed by paper mills with 10·1 and 62·9 hours, and pulp and paper mills with 9·3 and 55·3 hours, respectively. Time lost through mills being idle was greatest in pulp mills with 44·9 days, paper mills being next with 37·8 days and pulp and paper mills following with 8·8 days.

Miscellaneous Expenses of Production.

Miscellaneous expenses by classes of mills and provinces are presented in Table XXI, and include the following: Rent of offices, works and machinery $268,224; rent of power, $1,429,873; insurance, $694,510; taxes (internal revenue, war, etc.), $872,880; taxes (provincial, municipal, etc.), $700,680; royalties, use of patents, etc., $12,181; advertising expenses, $60,301; travelling expenses,

$362,178; ordinary repairs to buildings and machinery, $3,116,042; and all other sundry expenses, $5,908,678, making a total for the Dominion of $13,425,547.

All other sundry expenses constituted the principal item, being 44 per cent of the total outlay, repairs to buildings and machinery, 23·2 per cent; rent of power, 10·7 per cent; taxes, 11·7 per cent; insurance, 5·2 per cent; and the remaining items about 5·2 per cent.

Imports and Exports.

Tables XXII, XXIII, XXIV, XXV, XXVI, and XXVII of this report present statistics of the exports and imports of pulpwood, wood-pulp and paper for the calendar years 1916, 1917, and 1918.

Pulpwood.—The quantity and value of the exports of pulpwood by provinces for the calendar years 1916, 1917, and 1918 is given in Table XXII. A large increase in the quantity and value of pulpwood exported will be noted for the year 1918 when compared with 1916–17. In the latter period, there was a decrease of 50,362 cords in 1917 as compared with 1916 or 4·95 per cent, while in 1918 there was an increase of 331,691 cords or approximately 32·58 per cent. The average value per cord of pulpwood exported was $6.43 in 1916, $7.78 in 1917, and $9.63 in 1918. There are no imports of pulpwood into Canada.

In Table XXIII the production, manufacture and export of pulpwood are brought together by provinces. There has been a gradual increase in the quantity used in production and in manufacture in each year, while the quantity for export has fluctuated. The province of Quebec exported over 65 per cent of the total number of cords in 1918, New Brunswick nearly 20 per cent, and Ontario a little under 15 per cent.

Wood-pulp.—Tables XXIV and XXV deal with the exports and imports of wood-pulp by classes and by countries to which it was exported, for the calendar years 1916, 1917, and 1918. Nearly 93·20 per cent of the total quantity exported in 1918 went to the United States, 4·89 per cent to Japan, 1·04 per cent to other countries, and 0·87 per cent to the United Kingdom. Of the kinds of pulp exported chemical pulp formed 69 per cent of the total exported and mechanical pulp 31 per cent. The United States in 1918 took over 98 per cent of the total export of mechanical pulp and over 90 per cent of the export of chemical pulp.

Table XXV shows the value of the imports of wood-pulp into Canada for the calendar years 1916, 1917, and 1918. All of it came from the United States. The value in 1918 decreased by $116,853 or nearly 20 per cent, as compared with the previous year.

Paper.—The exports and imports of paper and its manufacture, by kinds or classes, for the calendar years 1916, 1917, and 1918 are shown in Tables XXVI and XXVII. The exports of paper (Table XXVI) show increases in each of the various items, the largest single item being that of printing paper or newsprint, which amounted to $37,301,269 in a total value of all exports of $42,950,759, or nearly 87 per cent. The increase over the year 1917 was $7,328,827, or approximately 20 per cent. Table XXVII shows the statistics of imports for 1916, 1917, and 1918. The value of imported papers show annual increases but in a lesser degree than that of exports. In the year 1917 the increase of exports was approximately 52 per cent and of imports 26 per cent, while in 1918 the increases were 20 per cent in exports and 7·6 per cent in imports.

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Table I.—Wood-Pulp Production, Use and Sale by Classes of Mills, 1918.

Kinds of pulp by provinces	Pulp Mills — Pulperies				Pulp and — Pulperies et	
	Total production — Production totale	Made for own use — Pour la consommation	Made for Sale — Pour la vente		Total production — Production totale	Made for own use — Pour la consommation
	Tons of 2,000 lbs. — Tonnes de 2,000 liv.	Tons of 2,000 lbs. — Tonnes de 2,000 liv.	Tons of 2,000 lbs. — Tonnes de 2,000 liv.	Value — Valeur	Tons of 2,000 lbs. — Tonnes de 2,000 liv.	Tons of 2,000 lbs. — Tonnes de 2,000 liv.
British Columbia						
Ground wood	–	–	–	–	91,588	91,138
Soda fibre	–	–	–	–	–	–
Sulphite fibre	37,795	–	37,795	2,834,625	28,534	28,230
Sulphate fibre	2,562	–	2,562	252,580	12,682	9,825
Other miscellaneous products	–	–	–	766,146	–	–
Totals	**40,357**	–	**40,357**	**3,853,351**	**132,804**	**129,193**
New Brunswick						
Ground wood	6,463	–	6,463	155,000	–	–
Soda fibre	–	–	–	–	–	–
Sulphite fibre	30,766	–	30,766	2,089,662	–	–
Sulphate fibre	29,390	–	29,390	2,823,994	–	–
Other miscellaneous products	–	–	–	–	–	–
Total	**66,619**	–	**66,619**	**5,068,656**	–	–
Nova Scotia						
Ground wood	10,017	–	10,017	226,740	–	–
Soda fibre	–	–	–	–	–	–
Sulphite fibre	–	–	–	–	–	–
Sulphate fibre	–	–	–	–	–	–
Other miscellaneous products	–	–	–	16,711	–	–
Total	**10,017**	–	**10,017**	**243,451**	–	–
Ontario						
Ground wood	15,119	–	15,119	483,268	262,803	240,943
Soda fibre	–	–	–	–	730	730
Sulphite fibre	93,820	–	93,820	7,857,987	122,435	70,786
Sulphate fibre	10,459	–	10,459	853,030	–	–
Other miscellaneous products	–	–	–	517,555	–	–
Total	**119,398**	–	**119,398**	**9,711,840**	**385,968**	**312,459**
Quebec						
Ground wood	201,730	–	201,730	5,326,784	291,790	274,249
Soda fibre	–	–	–	–	3,031	3,031
Sulphite fibre	41,955	–	41,955	3,054,500	139,017	76,424
Sulphate fibre	45,267	–	45,267	3,631,747	79,240	25,228
Other miscellaneous products	–	–	–	5,227	–	–
Total	**288,952**	–	**288,952**	**12,018,258**	**513,078**	**378,932**
Canada						
Ground wood	233,329	–	233,329	6,191,792	646,181	606,330
Soda fibre	–	–	–	–	3,761	3,761
Sulphite fibre	204,336	–	204,336	15,836,774	289,986	175,440
Sulphate fibre	87,678	–	87,678	7,561,351	91,922	35,053
Other miscellaneous products	–	–	–	1,305,639	–	–
Total	**525,343**	–	**525,343**	**30,895,556**	**1,031,851**	**820,584**

Tableau I.—Production, consommation et vente de la pulpe de bois, par genres de fabriques, 1918.

paper mills — papeteries		All mills making wood pulp — Toutes fabriques de pulpe de bois				Espèces de pulpe, par provinces
Made for Sale — Pour la vente		Total production — Production totale	Made for own use — Pour la consommation	Made for Sale — Pour la vente		
Tons of 2,000 lbs. — Tonnes de 2,000 liv.	Value — Valeur	Tons of 2,000 lbs. — Tonnes de 2,000 liv.	Tons of 2,000 lbs. — Tonnes de 2,000 liv.	Tons of 2,000 lbs. — Tonnes de 2,000 liv.	Value — Valeur	
						Colombie Britannique
450	6,709	91,588	91,138	450	6,709	Pulpe mécanique.
–	–	–	–	–	–	Pulpe chimique, à la soude.
304	19,099	66,329	28,230	38,099	2,853,724	Pulpe chimique, au sulfite.
2,857	183,565	15,244	9,825	5,419	436,145	Pulpe chimique, au sulfate.
–	–	–	–	–	766,146	Autres produits divers.
3,611	**209,373**	**173,161**	**129,193**	**43,968**	**4,062,724**	**Total**
						Nouveau-Brunswick
–	–	6,463	–	6,463	155,000	Pulpe mécanique.
–	–	–	–	–	–	Pulpe chimique, à la soude.
–	–	30,766	–	30,766	2,089,662	Pulpe chimique, au sulfite.
–	–	29,390	–	29,390	2,823,994	Pulpe chimique, au sulfate.
–	–	–	–	–	–	Autres produits divers.
–	–	**66,619**	–	**66,619**	**5,068,656**	**Total**
						Nouvelle-Ecosse
–	–	10,017	–	10,017	226,740	Pulpe mécanique.
–	–	–	–	–	–	Pulpe chimique, à la soude.
–	–	–	–	–	–	Pulpe chimique, au sulfite.
–	–	–	–	–	–	Pulpe chimique, au salfate.
–	–	–	–	–	16,711	Autres produits divers.
–	–	**10,017**	–	**10,017**	**243,451**	**Total**
						Ontario
21,860	505,844	277,922	240,943	36,979	989,112	Pulpe mécanique.
–	–	730	730	–	–	Pulpe chimique, à la soude.
51,649	3,395,955	216,255	70,786	145,469	11,253,942	Pulpe chimique, au sulfite.
–	–	10,459	–	10,459	853,030	Pulpe chimique, au sulfate.
–	–	–	–	–	517,555	Autres produits divers.
73,509	**3,901,799**	**505,366**	**312,459**	**192,907**	**13,613,639**	**Total**
						Québec
17,541	429,366	493,520	274,249	219,271	5,756,150	Pulpe mécanique.
–	–	3,031	3,031	–	–	Pulpe chimique, à la soude.
62,593	3,212,235	180,972	76,424	104,551	6,266,735	Pulpe chimique, au sulphite.
54,012	3,960,192	124,507	25,228	99,279	7,591,939	Pulpe chimique, au sulfate.
–	–	–	–	–	5,227	Autres produits divers.
134,116	**7,601,793**	**802,030**	**378,932**	**423,101**	**19,620,051**	**Total**
						Canada
39,851	941,919	879,510	606,330	273,180	7,133,711	Pulpe mécanique.
–	–	3,761	3,761	–	–	Pulpe chimique, à la soude.
114,546	6,627,289	494,322	175,440	318,882	22,464,063	Pulpe chimique, au sulphite.
56,869	4,143,757	179,600	35,053	144,547	11,705,108	Pulpe chimique, au sulfate
–	–	–	–	–	1,305,639	Autres produits divers.
211,266	**11,712,965**	**1,557,193**	**820,584**	**736,609**	**42,608,521**	**Total**

Table II.—Paper production in Canada and the Provinces by Classes of Mills, 1918.

Kinds of Products	In Paper Mills — Dans les papeteries					
	Ontario		Quebec		Canada	
	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur
	Tons	$	Tons	$	Tons	$
Newsprint Paper—						
In rolls	–	–	248	19,906	248	19,906
In sheets	–	–	850	64,250	850	64,250
Hanging papers	–	–	1,478	131,262	1,478	131,262
Poster paper	–	–	–	–	–	–
Book and Writing Papers—						
Book, wood fibre chief ingredient	4,664	835,000	2,927	537,948	7.591	1,372.948
Book, rags chief ingredient	–	–	–	–	–	–
Cover paper	165	29,862	–	–	165	29,862
Plate, map lithograph, etc	7,137	1,044,759	211	77,015	7,348	1,121,774
Cardboard, bristol board, etc	7,757	1,378,560	–	–	7,757	1,378,560
Coated paper	5,204	1,128,427	822	207,263	6.026	1,335,690
Writing paper	170	92,194	3,603	1,540,598	3,773	1,632,792
All other fine paper	–	–	3,354	1,110,046	3,354	1,110,046
Wrapping papers—						
Manilla (rope, jute, tag, etc)	999	125,989	–	–	999	125,989
Heavy wrapping (mill wrapper)	–	–	7,248	616,100	7,248	616,100
Straw wrapping	–	–	–	–	–	–
Bogus or wood manilla	–	–	233	17,591	233	17,591
Kraft paper	208	39,694	14	1,670	222	41,364
All other	762	143,888	931	62,650	1.693	206.538
Boards—						
Wood-pulp board	1,276	82,262	–	–	1,276	82,262
Straw board	4,833	288,415	26	1,560	4,859	289,975
News board	2,114	116,163	–	–	2,114	116,163
Binder's board	–	–	–	–	–	–
All other boards	460	28,309	400	68,000	860	96,309
Other Paper Products—						
Tissue paper	913	280.193	–	–	913	280,193
Toilet paper	1,306	257,852	–	–	1.306	257,852
Blotting paper	–	–	–	–	–	–
Building, roofing and sheathing paper	2,100	109,500	16,631	1,472,703	18,731	1,582,203
Asbestos	–	–	–	–	–	–
Miscellaneous	413	78,725	513	55,311	926	134,036
All other products	–	71,924	–	457,771	–	529,695
Construction and repair work—						
Buildings	–	5,055	–	105,000	–	110,055
Machinery	–	34,747	–	74,504	–	109,251
Total	–	**6,171,518**	–	**6,621,148**	–	**12,792,666**

Tableau II.—Production du papier au Canada, par provinces et par genres de fabriques, 1918.

In Pulp and Paper Mills — Dans les pulperies et papeteries								Espèces de produits
British Columbia — Colombie Britannique		Ontario.		Quebec.		Canada.		
Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	
Tons	$	Tons	$	Tons	$	Tons	$	
								Papier à journaux—
109,037	7.325,157	317,51620	206,331	287,398	17,286,120	713,951	44,817,608	En rouleaux.
4,105	251,554	4,692	293,629	6,644	479,297	15,441	1,024,480	En feuilles.
–	–	2,815	173,308	–	–	2,815	173,308	A tapisserie.
–	–	–		–	–	–	–	Pour affiches.
								Papier à livres et pour écrire.
–	–	2,118	374,001	3,888	560,812	6,006	934,813	A liv., élé. princ. en fib. de bois.
–	–	–	–	–	–	–	–	A liv., élém. princ. en chiffon.
–	–	–	–	491	86,322	491	86,322	Pour couvertures de livres.
–	–	–	–	–	–	–	–	Enduit. à cartes géogr. à lithog.
–	–	–	–	–	–	–	–	Carton, bristol, etc.
–	–	–	–	–	–	–	–	Papier couché.
–	–	3,774	1,436,204	1,287	212,876	5,061	1,649,080	Papier à écrire.
–	–	–	–	578	80,920	578	80,920	Tous autres papiers fins.
								Papier d'emballage—
–	–	989	217,580	3,124	366,812	4,113	584,392	Manille, cordage, jute, tag, etc.
1,094	38,290	5,656	228,030	875	71,849	7,625	338,169	Gros papier d'emballage.
–	–	–	–	358	31.408	358	31,408	De paille pour emballage.
–	–	966	96,600	3,353	290,022	4,319	386,622	Façon manille ou manille de bois.
7,074	997,309	212	36,040	23,102	3,291,790	30,408	4,325,139	Papier Kraft.
1,206	208,905	2,596	442,495	180	16,660	3,982	668,060	Tous autres papiers d'emballage.
								Cartons—
–	–	30,097	1,380,653	29,054	2,088,301	59,151	3,468,954	Carton de pulpe de bois.
–	–	–	–	–	–	–	–	Carton de paille.
–	–	–	–	–	–	–	–	Carton pour impressions.
–	–	–	–	–	–	–	–	Carton pour reliure.
–	–	13,142	914,725	6,347	583,021	19,489	1,497,746	Tous autres cartons.
								Autres produits du papier—
–	–	–	–	48	9,600	48	9,600	Papier joseph ou papier pelure.
–	–	–	–	611	70,265	611	70,265	Papier de toilette.
–	–	–	–	–	–	–	–	Papier buvard.
–	–	174	9,570	15	730	189	10,300	Papier de toiture, de lambrissage
–	–	–	–	–	–	–	–	D'amiante.
–	–	–	–	13,138	922,693	13,138	922,693	Divers.
–	–	–	454,812	–	195,719	–	650,531	**Tous autres produits.**
								Constructions et réparations—
–	346,127	–	130,251	–	19,362	–	495,740	Aux bâtiments.
–	96,863	–	703,022	–	882,212	–	1,682,097	A la machinerie.
–	**9,264,205**	–	**27,097,251**	–	**27,546,791**	–	**63,908,247**	**Total.**

Table II.—Paper production in Canada and the Provinces by Classes of Mills, 1918—Concluded.

Kinds of Products	In all Classes — Dans toutes			
	British Columbia — Colombie Britannique		Ontario	
	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur
	Tons	$	Tons	$
Newsprint Paper:—				
In rolls	109,037	7,325,157	317,516	20,206,331
In sheets	4,105	251,554	4,692	293,629
Hanging papers	–	–	2,815	173,308
Poster paper	–	–	–	–
Book and Writing Papers:—				
Book, wood fibre chief ingredient	–	–	6,782	1,209,001
Book, rags chief ingredient	–	–	–	–
Cover	–	–	165	29,862
Plate, map, lithograph, etc	–	–	7,137	1,044,759
Cardboard, bristol board, etc	–	–	7,757	1,378,560
Coated paper	–	–	5,204	1,128,427
Writing paper	–	–	3,944	1,528,398
All other fine paper	–	–	–	–
Wrapping Papers:—				
Manilla (rope, jute, tag, etc.)	–	–	1,988	343,569
Heavy wrapping (mill wrapper)	1,094	38,290	5,656	228,030
Straw wrapping	–	–	–	–
Bogus or wood manilla	–	–	966	96,600
Kraft paper	7,074	997,309	420	75,734
All other wrapping paper	1,206	208,905	3,358	586,383
Boards:—				
Wood pulp board	–	–	31,373	1,462,915
Straw board	–	–	4,833	288,415
News board	–	–	2,114	116,163
Binder's board	–	–	–	–
All other boards	–	–	13,602	943,034
Other Paper Products:—				
Tissue paper	–	–	913	280,193
Toilet paper	–	–	1,306	257,852
Blotting paper	–	–	–	–
Building, roofing and sheathing paper	–	–	2,274	119,070
Asbestos	–	–	–	–
Miscellaneous	–	–	413	78,725
All other products	–	–	–	526,736
Construction and repair work:—				
Buildings	–	346,127	–	135,306
Machinery	–	96,863	–	737,769
Total	–	**9,264,205**	–	**33,268,769**

Tableau II.—Production du papier au Canada par provinces et par genres de fabriques, 1918—fin.

of Paper Mills — papeteries				Espèces de produits
Québec		Canada		
Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	
Tons	$	Tons	$	
				Papier à journaux:—
287,646	17,306,026	714,199	44,837,514	En rouleaux.
7,494	543,547	16,291	1,088,730	En feuilles.
1,478	131,262	4,293	304,570	A tapisserie.
–	–	–	–	Pour affiches.
				Papier à livres et pour écrire:—
6,815	1,098,760	13,597	2,307,761	A livres, élément principal en fibre de bois.
–	–	–	–	A livres, élément principal en chiffon.
491	86,322	656	116,184	Pour couvertures de livres.
211	77,015	7,348	1,121,774	Enduit, à cartes géographiques et lithographie.
–	–	7,757	1,378,560	Carton, bristol, etc.
822	207,263	6,026	1,335,690	Papier couché.
4,890	1,753,474	8,834	3,281,872	Papier à écrire.
3,932	1,190,966	3,932	1,190,966	Tous autres papiers fins.
				Papier d'emballage:—
3,124	366,812	5,112	710,381	Manille (cordage, jute, tag).
8,123	687,949	14,873	954,269	Gros papier d'emballage.
358	31,408	358	31,408	De paille pour emballage.
3,586	307,613	4,552	404,213	Façon manille ou manille de bois.
23,116	3,293,460	30.610	4,366,503	Papier Kraft.
1,111	79,310	5,675	874,598	Tous autres papier d'emballage.
				Cartons:—
29,054	2,088,301	60,427	3,551,216	Cartons de pulpe de bois.
26	1,560	4,859	289,975	Cartons de paille.
–	–	2,114	116,163	Cartons pour impressions.
–	–	–	–	Cartons pour reliure.
6,747	651,021	20,349	1,594,055	Tous autres cartons.
				Autres produits du papier:—
48	9,600	961	289,793	Papier joseph ou papier pelure.
611	70,265	1,917	328,117	Papier de toilette.
–	–	–	–	Papier buvard.
16,646	1,473,433	18,920	1,592,503	Papier de toiture, de lambrissage.
–	–	–	–	D'amiante.
13,651	978,004	14,064	1,056,729	Divers.
–	653,490	–	1,180,226	**Tous autres produits.**
				Constructions et réparations:—
–	124,362	–	605,795	Aux bâtiments.
–	956,716	–	1,791,348	A la machineries.
–	**34,167,939**	–	**76,700,913**	**Total.**

Table III.—Pulpwood used by Provinces, 1917 and 1918.

Tableau III.—Bois à pulpe, 1917 et 1918, par provinces.

Provinces — Provinces	No. of firms reporting — Nombre de compagnies faisant rapport 1918	Quantity — Quantité		Per cent distribution — Pourcentage, 1918	Total value — Valeur totale 1918	Average value per cord — Valeur moyenne par corde	
		Cords — Cordes 1917	Cords — Cordes 1918			1917	1918
					$	$	$
Canada	**64**	**2,104,334**	**2,210,744**	**100·00**	**24,886,475**	**8·94**	**11·26**
Quebec—Québec	27	1,109,869	1,085,478	49·10	11,061,191	8·60	10·19
Ontario—Ontario	21	735,691	784,691	35·50	10,395,717	10·10	13·25
British Columbia—Colombie Britannique	6	134,814	218,774	9·90	2,434,897	7·19	11·13
New Brunswick—Nouveau-Brunswick	5	105,586	110,133	4·98	920,854	6·95	8·36
Nova Scotia—Nouvelle-Ecosse	5	18,374	11,668	0·52	73,816	7·26	6·32

Table IV.—Pulpwood by Kinds of Wood, 1917 and 1918.

Tableau IV.—Bois à pulpe, 1917 et 1918, par essences.

Kinds of wood—Essences de bois	No. of firms reporting — Nombre de compagnies faisant rapport 1918	Quantity — Quantité		Per cent distribution — Pourcentage, 1918	Total value — Valeur totale 1918	Average value per cord — Valeur moyenne par corde	
		Cords — Cordes 1917	Cords — Cordes 1918			1917	1918
					$	$	$
Total all woods—Total, tous bois	-	**2,104,334**	**2,210,744**	**100·00**	**24,886,475**	**8·94**	**11·26**
Spruce—Epinette	57	1,678,656	1,638,733	74·13	18,887,125	8·76	11·52
Balsam Fir—Sapin-baumier	35	315,301	447,243	20·23	4,604,987	9·76	10·28
Hemlock—Pruche	7	101,321	89,007	4·03	1,038,867	9.37	11·67
Poplar—Peuplier	8	5,168	9,885	0·45	100,987	8·44	10·21
Pine—Pin	2	2,850	25,851	1·16	254,384	9·00	9·84
Other kinds—Autres espèces	1	-	25	-	125	-	5·00

Table V.—Pulpwood by Processes 1917. and 1918.

Tableau V.—Bois à pulpe, 1917 et 1918, selon les procédés de fabrication.

Processes—Procédés	No. of firms reporting — Nombre de compagnies faisant rapport 1918	Quantity — Quantité		Per cent distribution — Pourcentage, 1918	Total value — Valeur totale 1918	Average value per cord — Valeur moyenne par corde	
		Cords — Cordes 1917	Cords — Cordes 1918			1917	1918
					$	$	$
All processes—Tous procédés	-	**2,104,334**	**2,210,744**	**100·00**	**24,886,475**	**8·94**	**11·26**
Mechanical—Mcéanique	44	964,479	873,084	39·50	9,951,390	8·07	11·40
Sulphite—Sulfite	25	855,489	1,044,697	47·01	12,164,248	10·18	11·64
Sulphate—Sulfate	10	274,646	285,194	13·14	2,683,576	8·10	9·41
Soda—Soude	2	9,720	7,769	0·35	87,261	10·07	11·23

Table VI.—Pulpwood 1918 by Provinces, Kinds of Wood and Processes.

Tableau VI.—Bois à pulpe, 1918, par provinces, essences de bois et procédés de fabrication.

	Total quantity — Quantité totale	Total cost — Coût total	Average cost — Coût moyen	Mechanical — Mécanique	Sulphite — Sulfite	Sulphate — Sulfate	Soda — Soude
	tons			tons	tons	tons	tons
Pulp produced—Pulpe fabriquée	**1,557,193**	–	–	**879,510**	**494,322**	**179,600**	**3,761**
Quebec	802,030	–	–	493,520	180,972	124,507	3,031
Ontario	505,366	–	–	277,922	216,255	10,459	730
British Columbia—Colombie Britannique	173,161	–	–	91,588	66,329	15,244	–
New Brunswick—Nouveau-Brunswick	66,619	–	–	6,463	30,766	29,390	–
Nova Scotia—Nouvelle-Ecosse	10,017	–	–	10,017	–	–	–
Wood used (Total, all kinds)—Bois employé, total, toutes essences	cords **2,210,744**	$ **24,886,475**	$ cts **11·26**	cords **873,084**	cords **1,044,697**	cords **285,194**	cords **7,769**
Quebec	1,085,478	11,061,191	10·19	488,765	377,792	212,613	6,308
Ontario	784,691	10,395,717	13·25	292,127	469,916	21,187	1,461
British Columbia—Colombie Britannique	218,774	2,434,897	11·13	73,699	119,699	25,376	–
New Brunswick—Nouveau-Brunswick	110,133	920,854	8·36	6,825	77,290	26,018	–
Nova Scotia—Nouvelle-Ecosse	11,668	73,816	6·33	11,668	–	–	–
Spruce—Epinette blanche	**1,638,733**	**18,887,125**	**10·45**	**671,538**	**800,669**	**164,044**	**2,482**
Quebec	733,606	7,544,150	10·28	351,620	239,225	140,279	2,482
Ontario	711,574	9,506,034	13·36	265,874	443,582	2,118	–
British Columbia—Colombie Britannique	104,258	1,102,284	10·57	40,122	48,919	15,217	–
New Brunswick—Nouveau-Brunswick	79,141	670,030	8·47	3,768	68,943	6,430	–
Nova Scotia—Nouvelle-Ecosse	10,154	64,627	6·36	10,154	–	–	–
Baslsam Fir—Sapin baume	**447,243**	**4,604,987**	**11·52**	**173,450**	**178,549**	**95,244**	–
Quebec	342,807	3,432,456	10·01	133,106	137,367	72,334	–
Ontario	41,803	562,305	13·45	20,214	21,589	–	–
British Columbia—Colombie Britannique	30,227	350,913	11·61	15,659	11,246	3,322	–
New Brunswick—Nouveau-Brunswick	30,992	250,824	7·09	3,057	8,347	19,588	–
Nova Scotia—Nouvelle-Ecosse	1,414	8,489	6·00	1,414	–	–	–
Hemlock—Pruche	**89,007**	**1,038,867**	**11·67**	**19,580**	**61,293**	**6,837**	**1,297**
Quebec	5,336	43,896	8·23	4,039	–	–	1,297
Ontario	1,759	35,180	20·00	–	1,759	–	–
British Columbia—Colombie Britannique	81,912	959,791	11·82	15,541	59,534	6,837	–
Jack Pine—Pin gris	**25,851**	**254,384**	**9·84**	**4,727**	**2,055**	**19,069**	–
Ontario	25,851	254,384	9·84	4,727	2,055	19,069	–
Poplar—Peuplier	9,885	100,987	**11·22**	**3,789**	**2,131**	–	**3,965**
Quebec	3,704	40,564	10·95	–	1,200	—	2,504
Ontario	3,704	37,814	12·21	1,312	931	–	1,461
British Columbia—Colombie Britannique	2,377	21,909	9·22	2,377	–	–	–
Nova Scotia—Nouvelle-Ecosse	100	700	7·00	100	–	–	–
All other (not specified)—Tous autres (non specifiés)	**25**	**125**	**5·00**	–	–	–	
Quebec	25	125	5·00	–	–	–	

Table VII.—Materials used—Pulpwood Consumption by Kinds of Wood and Classes of Mill whether purchased or cut from own limits.

Kind of wood by provinces	Pulp Mills — Pulperies				Pulp and Paper — Pulperies et	
	Purchased — Acheté		From own limits — Coupé chez le fabricant		Purchased — Acheté	
	Quantity cords — Quantité cordes	Value — Valeur	Quantity cords — Quantité cordes	Value — Valeur	Quantity cords — Quantité cordes	Value — Valeur
		$		$		$
British Columbia	**57,452**	**749,703**	**18,840**	**148,899**	**21,484**	**164,038**
Spruce	16,959	177,011	13,697	108,399	5,599	45,438
Balsam Fir	7,580	109,186	–	–	3,018	24,452
Hemlock	32,913	463,506	5,143	40,500	12,251	90,915
Poplar	–	–	–	–	616	3,233
New Brunswick	**20,241**	**163,315**	**89,892**	**757,539**	–	–
Spruce	20,241	163,315	58,900	506,715	–	–
Balsam Fir	–	–	30,992	250,824	–	–
Hemlock	–	–	–	–	–	–
Nova Scotia	**11,014**	**69,700**	**654**	**4,116**	–	–
Spruce	9,500	60,511	654	4,116	–	–
Balsam Fir	1,414	8,489	–	–	–	–
Poplar	100	700	–	–	–	–
Jack Pine	–	–	–	–	–	–
Ontario	**95,921**	**1,278,519**	**174,180**	**2,134,789**	**209,788**	**3,033,328**
Spruce	81,073	1,141,819	162,288	2,007,311	194,860	2,819,613
Balsam Fir	5,719	66,401	1,791	12,271	8,822	144,394
Hemlock	–	–	–	–	–	–
Poplar	161	2,152	–	–	3,543	35,662
Jack Pine	8,968	68,147	10,101	115,207	2,563	33,659
Quebec	**80,477**	**645,580**	**318,026**	**2,376,219**	**220,720**	**2,877,124**
Spruce	35,703	279,211	216,020	1,643,956	158,918	1,934,342
Balsam Fir	41,215	342,020	102,006	732,263	56,296	882,546
Hemlock	3,559	24,349	–	–	1,777	19,547
Poplar	–	–	–	–	3,704	40,564
All other	–	–	–	–	25	125
Canada	**265,105**	**2,906,817**	**601,592**	**5,421,562**	**451,992**	**6,074,490**
Spruce	163,476	1,821,867	451,559	4,270,497	359,377	4,799,393
Balsam Fir	55,928	526,096	134,789	995,358	68,136	1,051,392
Hemlock	36,472	487,855	5,143	40,500	14,028	110,462
Poplar	261	2,852	–	–	7,863	79,459
Jack Pine	8,968	68,147	10,101	115,207	2,563	33,659
All other	–	–	–	–	25	125

Tableau VII.—Matières premières employées—Consommation du bois de pulpe selon les essences de bois et genres de fabriques, soit qu'il ait été acheté ou coupé chez le fabricant.

Mills — papeteries		All mills making wood pulp — Toutes fabriques de pulpe de bois				
From own limits — Coupé chez le fabricant		Purchased — Acheté		From own limits — Coupé chez le fabricant		Essences de bois, par provinces
Quantity cords — Quantité cordes	Value — Valeur	Quantity cords — Quantité cordes	Valeu — Valeur	Quantity cords — Quantité cordes	Value — Valeur	
120,998	**1,372,257**	**78,936**	**913,741**	**139,838**	**1,521,156**	**Colombie Britannique**
68,003	771,436	22,558	222,449	81,700	879,835	Epinette.
19,629	217,275	10,598	133,638	19,629	217,275	Sapin-baumier.
31,605	364,870	45,164	554,421	36,748	405,370	Pruche.
1,761	18,676	616	3,233	1,761	18,676	Peuplier.
-	-	**20,241**	**163,315**	**89,892**	**757,539**	**Nouveau-Brunswick**
-	-	20,241	163,315	58,900	506,715	Epinette.
-	-	-	-	30,992	250,824	Sapin-baumier.
-	-	-	-	-	-	Pruche.
-	-	**11,014**	**69,700**	**654**	**4,116**	**Nouvelle-Ecosse**
-	-	9,500	60,511	654	4,116	Epinette.
-	-	1,414	8,489	-	-	Sapin-baumier.
-	-	100	700	-	-	Peuplier.
-	-	-	-	-	-	Pin gris.
304,802	**3,949,081**	**305,709**	**4,311,847**	**478,982**	**6,083,870**	**Ontario**
273,353	3,537,291	275,933	3,961,432	435,641	5,544,602	Epinette.
25,471	339,239	14,541	210,795	27,262	351,510	Sapin-baumier.
1,759	35,180	-	-	1,759	35,180	Pruche.
-	-	3,704	37,814	-	-	Peuplier.
4,219	37,371	11,531	101,806	14,320	152,578	Pin gris.
466,255	**5,162,268**	**301,197**	**3,522,704**	**784,281**	**7,538,487**	**Quebec**
322,965	3,686,641	194,621	2,213,553	538,985	5,330,597	Epinette.
143,290	1,475,627	97,511	1,224,566	245,296	2,207,890	Sapin-baumier.
-	-	5,336	43,896	-	-	Pruche.
-	-	3,704	40,564	-	-	Peuplier.
-	-	25	125	-	-	Tous autres.
892,055	**10,483,606**	**717,097**	**8,981,307**	**1,493,647**	**15,905,168**	**Canada**
664,321	7,995,368	522,853	6,621,260	1,115,880	12,265,865	Epinette.
188,390	2,032,141	124,064	1,577,488	323,179	3,027,499	Sapin-baumier.
33,364	400,050	50,500	598,317	38,507	440,550	Pruche.
1,761	18,676	8,124	82,311	1,761	18,676	Peuplier.
4,219	37,371	11,531	101,806	14,320	152,578	Pin gris.
-	-	25	125	-	-	Tous autres.

Table VIII.—Other Materials used in the manufacture of Wood Pulp, by Kinds and Classes of Mills for Provinces, 1918.

Tableau VIII.—Autres matières premières employées dans la fabrication de la pulpe de bois, par espèces et par genres de fabriques, dans les provinces, 1918.

Kinds of materials by provinces — Matières premières, par provinces	Pulp Mills — Pulperies		Pulp and Paper Mills — Pulperies et papeteries		All Mills Manufacturing Wood pulp — Toutes fabriques de pulpe de bois	
	Tons — Tonnes	Value — Valeur	Tons — Tonnes	Value — Valeur	Tons — Tonnes	Value — Valeur
		$		$		$
British Columbia—Colombie Britannique	–	**258,636**	–	**286,814**	–	**545,459**
Sulphur—Soufre	4,947	169,669	4,286	154,221	9,233	323,890
Limestone and lime—Pierre calcaire et chaux	8,798	40,667	7,338	80,292	16,136	120,959
Soda ash—Carbonate de soude	1,300	46,800	19	969	1,319	47,769
Sulphate of soda—Sulfate de soude	–	–	1,901	51,332	1,901	51,332
All other miscellaneous materials—Autres matières diverses	–	1,500	–	–	–	1,500
New Brunswick—Nouveau-Brunswick	–	**720,330**	–	–	–	**720,330**
Sulphur—Soufre	6,313	200,994	–	–	6,313	200,994
Limestone and lime—Pierre calcaire et chaux	10,361	140,544	–	–	10,361	140,544
Soda ash—Carbonate de soude	826	39,854	–	–	826	39,854
Sulphate of soda—Sulfate de soude	5,759	151,880	–	–	5,759	151,880
Bleach—Chlorure	1,778	80,949	–	–	1,778	80,949
All other miscellaneous materials—Autres matières diverses	–	106,109	–	–	–	106,109
Nova Scotia-Nouvelle-Ecosse	–	**6,312**	–	–	–	**6,312**
Sulphur—Soufre	–	–	–	–	–	–
Limestone and lime—Pierre calcaire et chaux	–	–	–	–	–	–
Soda ash—Carbonate de soude	–	–	–	–	–	–
Sulphate of soda—Sulfate de soude	–	–	–	–	–	–
All other miscellaneous materials—Toutes matières diverses	–	6,312	–	–	–	6,312
Ontario—Ontario	–	**707,964**	–	**934,381**	–	**1,642,345**
Sulphur—Soufre	13,017	374,995	14,131	419,986	27,148	794,981
Limestone and lime—Pierre calcaire et chaux	23,462	117,691	18,889	57,484	42,351	175,175
Soda ash—Carbonate de soude	243	7,302	327	14,737	570	22,039
Sulphate of soda—Sulfate de soude	4,168	130,810	2	88	4,170	130,898
Bleach—Chlorure	833	44,179	450	15,159	1,283	59,338
All other miscellaneous materials—Autres matières diverses	–	32,987	–	426,927	–	459,914
Quebec—Quebec	–	**746,415**	–	**1,277,815**	–	**2,024,230**
Sulphur—Soufre	6,075	207,229	10,181	303,225	16,256	510,454
Limestone and lime—Pierre calcaire et chaux	20,310	89,164	37,856	203,951	58,166	293,115
Soda ash—Carbonate de soude	96	3,705	897	46,063	993	49,768
Sulphate of soda—Sulfate de soude	8,210	176,028	455	12,285	8,665	188,313
All other miscellaneous materials—Autres matières diverses	–	270,289	–	712,291	–	982,580
Canada	–	**2,439,657**	–	**2,499,010**	–	**4,938,667**
Sulphur—Soufre	30,352	952,887	28,598	877,432	58,950	1,830,319
Limestone and lime—Pierre calcaire et chaux	62,931	388,066	64,083	341,727	127,014	729,793
Soda ash—Carbonate de soude	2,465	97,661	1,243	61,769	3,708	159,430
Sulphate of soda—Sulfate de soude	18,137	458,718	2,358	63,705	20,495	522,423
Bleach—Chlorure	2,611	125,128	450	15,159	3,061	140,287
All other miscellaneous materials—Autres matières diverses	–	417,197	–	1,139,218	–	1,556,415

Table IX.—Average number of pounds of Pulp produced per cord of wood by classes of Mills, 1918.

Tableau IX.—Quantité moyenne de livres de pulpe extraites d'une corde de bois, par genres de fabriques, 1918.

Kinds of pulp by processes — Espèces de pulpe, selon les procédés	British Columbia — Colombie Britannique	New Brunswick — Nouveau-Brunswick	Nova Scotia — Nouvelle-Ecosse	Ontario	Quebec	Canada
Pulp mills—Pulperies—						
Soda process—Procédé à la soude	–	–	–	–	–	–
Sulphate process—Procédé au sulfate	1,100	1,050	–	1,176	1,250	1,144
Sulphite process—Procédé au sulfite	945	1,046	–	836	1,030	964
Mechanical process—Procédé mécanique	–	1,893	1,825	1,932	2,082	1,933
Pulp and paper mills—Pulperies et papeteries—						
Soda process—Procédé à la soude	–	–	–	1,000	961	980
Sulphate process—Procédé au sulfate	1,227	–	–	–	1,041	1,134
Sulphite process—Procédé au sulfite	1,173	–	–	1,168	1,054	1,132
Mechanical process—Procédé mécanique	2,485	–	–	1,903	2,074	2,077
All mills making pulp—Toutes fabriques de pulpe—						
Soda process—Procédé à la soude	–	–	–	1,000	961	980
Sulphate process—Procédé au sulfate	1,163	1,050	–	1,176	1,145	1,133
Sulphite process—Procédé au sulfite	1,059	1,046	–	1,002	1,042	1,037
Mechanical process—Procédé mécanique	2,485	1,893	1,825	1,917	2,078	2,039

Table X.—Materials used in the manufacture of Paper by Kinds and Classes of Mills for the Provinces, 1918.

Tableau X.—Matières premières employées dans la fabrication du papier, selon le genre de fabriques, dans les provinces, 1918.

Kinds of materials — Matières premières	Paper mills — Papeteries			Pulp and Paper mills — Pulperies et papeteries			All classes of mills making paper — Toutes fabriques de papier		
	Quantity produced and used Tons 2,000 lb. — Quantité produite et employée. Tonnes 2,000liv.	Quantity purchased Tons 2,000 lb. — Quantité achetée Tonnes 2,000 liv	Value. — Valeur. $	Quantity produced and used Tons 2,000 lb. — Quantité produite et employée Tonnes 2,000liv.	Quantity purchased Tons 2,000 lb. — Quantité achetée Tonnes 2,000liv.	Value — Valeur $	Quantity produced and used Tons 2,000 lb. — Quantité produite et employée Tonnes 2,000liv.	Quantity purchased Tons 2,000 lb. — Quantité achetée Tonnes 2,000liv.	Value — Valeur $
British Columbia—Colombie Britannique.......	–	–	–	**128,805**	**93**	**2,968,957**	**128,805**	**93**	**2,968,957**
Ground wood pulp—Pâte de bois....	–	–	–	90,953	–	1,285,166	90,953	–	1,285,166
Sulphite fibre—Fibre préparée au sulfite..............................	–	–	–	28,184	–	1,023,079	28,184	–	1,023,079
Sulphate fibre—Fibre préparée au sulfate...	–	–	–	9,668	–	531,740	9,668	–	531,740
Soda fibre—Fibre traitée par la soude	–	–	–	–	–	–	–	–	–
Other chemical fibre—Fibre traitée par d'autres produits chimiques...	–	–	–	–	–	–	–	–	–
Rags, etc.—Chiffons, etc...........	–	–	–	–	–	–	–	–	–
Old or waste paper—Vieux papiers...	–	–	–	–	–	–	–	–	–
Straw—Paille......................	–	–	–	–	–	–	–	–	–
All other stock—Toutes autres fibres	–	–	–	–	–	–	–	–	–
Soda ash—Carbonate de soude......	–	–	–	–	15	983	–	15	983
Alum—Alun........................	–	–	–	–	78	4,228	–	78	4,228
Clay—Argile.......................	–	–	–	–	–	–	–	–	–
Other miscellaneous materials—Toutes autres matières diverses.......	–	–	–	–	–	123,761	–	–	123,761
Ontario....................	–	**45,737**	**3,426,492**	**314,114**	**96,249**	**14,390,177**	**314,114**	**141,986**	**17,816,669**
Ground wood pulp—Pâte de bois...	–	3,590	119,642	244,119	44,625	6,520,864	244,119	48,215	6,640,506
Sulphite fibre—Fibre préparée au sulfite..............................	–	13,838	1,297,566	69,113	26,666	5,634,198	69,113	40,504	6,931,764
Sulphate fibre—Fibre préparée au sulfate..........................	–	–	–	–	–	–	–	–	–
Soda fibre—Fibre traitée par la soude	–	302	40,118	730	529	115,865	730	831	155,983
Other chemical fibre—Tibre traitée par d'autres produits chimiques...	–	537	63,084	–	68	3,800	–	605	66,884
Rags, etc.—Chiffons, etc...........	–	123	7,566	–	2,547	81,804	–	2,670	89,370
Old or waste paper—Vieux papiers...	–	18,606	559,533	152	14,127	365,705	152	32,733	925,238
Straw—Paille......................	–	810	4,357	–	753	7,147	–	1,563	11,504
All other stock—Toutes autres fibres..............................	–	2,493	342,096	–	2,770	166,071	–	5,263	508,167
Soda ash—Carbonate de soude......	–	614	33,232	–	176	5,309	–	790	38,541
Alum—Alun........................	–	872	38,236	–	2,620	123,431	–	3,492	161,667
Clay—Argile.........	–	3,952	94,952		1,368	62,238	–	5,320	157,190
Other miscellaneous materials—Toutes autres matières diverses.......	–	–	826,110	–	–	1,303,745	–	–	2,129,855
Quebec....................	–	**54,162**	**3,399,792**	**378,927**	**40,588**	**13,363,918**	**378,927**	**94,750**	**16,763,710**
Ground wood pulp—Pâte de bois....	–	7,993	212,292	274,244	13,871	6,077,931	274,244	21,864	6,290,223
Sulphite fibre—Fibre préparée au sulfite..............................	–	11,480	977,838	76,424	16,980	4,732,680	76,424	28,460	5,710,518
Sulphate fibre—Fibre préparée au sulfate..........................	–	–	–	25,228	691	1,728,703	25,228	691	1,728,703
Soda fibre—Fibre traitée par la soude............................	–	42	5,132	3,031	141	236,506	3,031	183	241,638
Other chemical fibre—Fibre traitée par d'autres produits chimiques...	–	1,814	152,770	–	–	–	–	1,814	152,770
Rags, etc.—Chiffons, etc...........	–	17,006	1,288,725	–	462	34,272	–	17,468	1,322,997
Old or waste paper—Vieux papiers...	–	12,232	343,755	–	1,233	51,345	–	13,465	395,100
Straw—Paille......................	–	–	–	–	–	–	–	–	–
All other stock—Toutes autres fibres	–	660	45,503	–	1,278	68,975	–	1,938	114,478
Soda ash—Carbonate de soude......	–	73	3,903	–	90	3,853	–	163	7,756
Alum—Alun........................	–	882	43,591	–	3,930	165,880	–	4,812	209,471
Clay—Argile.......................	–	1,980	29,187	–	1,912	31,545	–	3,892	60,732
Other miscellaneous materials—Toutes autres matières diverses.......	–	–	297,096	–	–	232,228	–	–	529,324

Table X.—Materials used in the Manufacture of Paper by Kinds and Classes of Mills for the Provinces, 1918—*Concluded.*

Tableau X.—Matières premières employées dans la fabrication du papier, selon le genre de fabriques, dans les provinces, 1918—*fin.*

Kinds of materials — Matières premières	Paper mills — Papeteries			Pulp and Paper mills — Pulperies et papeteries			All classes of mills making paper — Toutes fabriques de papier		
	Quantity produced and used Tons 2,000 lb. — Quantité produite et employée. Tonnes 2,000liv.	Quantity purchased Tons 2,000 lb. — Quantité achetée Tonnes 2,000liv.	Value — Valeur $	Quantity produced and used Tons 2,000 lb. — Quantité produite et employée. Tonnes 2,000liv.	Quantity purchased Tons 2,000 lb. — Quantité achetée Tonnes 2,000liv.	Value — Valeur $	Quantity produced and used Tons 2,000 lb. — Quantité produite et employée. Tonnes 2,000liv.	Quantity purchased Tons 2,000 lb. — Quantité achetée Tonnes 2,000liv.	Value — Valeur $
Canada	–	**99,899**	**6,826,284**	**821,846**	**136,930**	**30,723,052**	**821,846**	**236,829**	**37,549,336**
Ground wood pulp—Pâte de bois	–	11,583	331,934	609,316	58,496	13,883,961	609,316	70,079	14,215,895
Sulphite fibre—Fibre préparée au sulfite	–	25,318	2,275,404	173,721	43,646	11,389,957	173,721	68,964	13,665,361
Sulphate fibre—Fibre préparée au sulfate	–	–	–	34,896	691	2,260,443	34,896	691	2,260,443
Soda fibre—Fibre traitée par la soude	–	344	45,250	3,761	670	352,371	3,761	1,014	397,621
Other chemical fibre—Fibre traitée par d'autres produits chimiques	–	2,351	215,854	–	68	3,800	–	2,419	219,654
Rags, etc.—Chiffons, etc	–	17,129	1,296,291	–	3,009	116,076	–	20,138	1,412,367
Old or waste paper—Vieux papiers	–	30,838	903,288	152	15,360	417,050	152	46,198	1,320,338
Straw—Paille	–	810	4,357	–	753	7,147	–	1,563	11,504
All other stock—Toutes autres fibres	–	3,153	387,599	–	4,048	235,046	–	7,201	622,645
Soda ash—Carbonate de soude	–	687	37,135	–	281	10,145	–	968	47,280
Alum—Alun	–	1,754	81,827	–	6,628	293,539	–	8,382	375,366
Clay—Argile	–	5,932	124,139	–	3,280	93,783	–	9,212	217,922
Other miscellaneous materials—Toutes autres matières diverses	–	–	1,123,206	–	–	1,659,734	–	–	2,782,940

Table XI.—Fuel Consumption for Classes of Mills by Provinces, 1918.

Kinds of fuel by provinces	Pulp Mills — Pulperies				Pulp and Paper Mills — Pulperies et papeteries			
	Canadian — Canadien		Foreign — Etranger		Canadian — Canadien		Foreign — Etranger	
	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur
British Columbia		$		$		$		$
Bituminous coal, slack....... tons	3,763	27,087	–	–	5,135	38,761	–	.
Bituminous coal, lump....... "	2,872	29,761	–	–	–	–	–	–
Bituminous coal, run of mine. "	7,771	38,855	–	–	–	–	–	–
Anthracite coal, lump....... "	–	–	–	–	–	–	–	–
Lignite coal.......... "	788	7,410	–	–	–	–	–	–
Coke.......... "	–	–	–	–	–	–	36	676
Gasoline.......... gal.	1,835	734	–	–	86,784	20,308	–	–
Oil (fuel).......... "	–	–	1,173,216	32,181	–	–	12,774,384	487,209
Wood.......... cords	3,880	45,996	–	–	2,515	8,961	–	–
Gas.......... m.c.ft.	–	–	–	–	–	–	–	–
Other fuel..........	–	392	–	–	–	–	–	–
New Brunswick								
Bituminous coal, slack..... tons	146	1,095	–	–	–	–	–	–
Bituminous coal, lump....... "	–	–	–	–	–	–	–	–
Bituminous coal, run of mine. "	21,367	901,830	–	–	–	–	–	–
Anthracite coal, lump....... "	–	–	17	190	–	–	–	–
Anthracite coal, dust....... "	–	–	303	1,667	–	–	–	–
Coke.......... "	–	–	–	–	–	–	–	–
Gasoline.......... gal.	–	–	–	–	–	–	–	–
Oil (fuel).......... "	–	–	–	–	–	–	–	–
Wood.......... cords	1,971	7,320	–	–	–	–	–	–
Gas.......... m.c. ft.	–	–	–	–	–	–	–	–
Other fuel..........	–	–	–	–	–	–	–	–
Nova Scotia								
Bituminous coal, slack..... tons	–	–	–	–	–	–	–	–
Bituminous coal, lump....... "	–	–	–	–	–	–	–	–
Bituminous, coal, run of mine "	–	–	–	–	–	–	–	–
Anthracite coal, lump....... "	–	–	–	–	–	–	–	–
Anthracite coal, dust....... "	–	–	–	–	–	–	–	–
Coke.......... "	–	–	–	–	–	–	–	–
Gasoline.......... gal.	–	–	–	–	–	–	–	–
Oil (fuel).......... "	–	–	–	–	–	–	–	–
Wood.......... cords	–	–	–	–	–	–	–	–
Gas.......... m.c.ft.	–	–	–	–	–	–	–	–
Other fuel..........	–	–	–	–	–	–	–	–
Ontario								
Bituminous coal, slack....... tons	–	–	12,305	90,635	2,344	17,889	46,647	310,193
Bituminous coal, lump....... "	–	–	–	–	–	–	181,433	1,340,074
Bituminous coal, run of mine, "	–	–	85,301	723,709	–	–	127,924	1,033,151
Anthracite coal, slump....... "	–	–	–	–	–	–	162	1,762
Anthracite, coal dust....... "	–	–	–	–	–	–	–	–
Coke.......... "	–	–	–	–	–	–	–	–
Gasoline.......... gal.	–	–	–	–	2,047	686	–	–
Oil (fuel).......... "	–	–	–	–	–	–	–	–
Woods.......... cords	1,008	5,227	–	–	–	–	–	–
Gas.......... m.c.ft.	–	–	–	–	–	–	–	–
Other fuel..........	–	2,304	–	–	–	6,280	–	22,539
Quebec								
Bituminous coal, slack....... tons	–	–	–	–	–	–	153,986	1,249,853
Bituminous coal, lump....... "	–	–	–	–	–	–	70,000	500,000
Bituminous coal, run of mine. "	43,185	491,514	34,008	422,397	53,543	523,558	103,105	927,068
Anthracite coal, lump....... "	–	–	–	–	–	–	–	–
Anthracite coal, dust....... "	–	–	4,421	40,568	–	–	7,400	47,730
Coke.......... "	–	–	–	–	–	–	–	–
Gasoline.......... gal.	–	–	–	–	–	–	–	–
Oil (fuel)..........	–	–	–	–	–	–	–	–
Wood.......... cords	37,207	260,183	–	–	4,504	19,508	–	–
Gas.......... m.c. ft	–	–	–	–	–	–	–	–
Other fuel..........	–	2,690	–	–	–	6,248	–	–
Canada								
Bituminous coal, slack....... tons	3,909	28,182	12,305	90,635	7,479	56,650	200,633	1,560,046
Bituminous coal, lump....... "	2,872	29,761	–	–	–	–	251,433	1,840,074
Bituminous coal, run of mine. "	72,323	1,432,199	119,309	1,146,106	53,543	523,558	231,029	1,960,219
Lignite coal.......... "	788	7,410	17	190	–	–	26	643
Anthracite coal, dust....... "	–	–	4,724	42,235	–	–	7,400	47,730
Anthracite coal, lump....... "	–	–	–	–	–	–	162	1,762
Coke.......... "	–	–	–	–	–	–	36	676
Gasoline.......... gal.	1,835	734	–	–	88,831	20,994	–	–
Oil (fuel).......... "	–	–	1,173,216	32,181	–	–	12,774,384	487,209
Wood.......... cords	44,066	318,726	–	–	7,019	28,469	–	–
Gas.......... m.c. ft.	–	–	–	–	–	–	–	–
Other fuel..........	–	5,386	–	–	–	12,528	–	23,182

Tableau XI.—Consommation de combustible, par genres de fabriques et par provinces, 1918.

Paper Mills — Papeteries				All Mills — Toutes fabriques				Sortes de combustibles, par provinces
Canadian — Canadien		Foreign — Etranger		Canadian — Canadien		Foreign — Etranger		
Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	
	$		$		$		$	**Colombie Britannique**
–	–	–	–	8,898	65,848	–	–	Charbon bitumineux, menu.
–	–	–	–	2,872	29,761	–	–	Charbon bitumineux, morceaux.
–	–	–	–	7,771	38,855	–	–	Charbon bitumineux, tout venant.
–	–	–	–	–	–	–	–	Charbon anthracite, morceaux.
–	–	–	–	788	7,410	–	–	Charbon lignite.
–	–	–	–	–	–	36	676	Coke.
–	–	–	–	88,619	21,042	–	–	Gasoline.
–	–	–	–	–	–	13,947,600	519,390	Huile (combustible).
–	–	–	–	6,395	54,957	–	–	Bois.
–	–	–	–	–	–	–	–	Gaz.
–	–	–	–	–	392	–		Autres combustibles.
								Nouveau-Brunswick
–	–	–	–	146	1,095	–	–	Charbon, bitumineux, menu.
–	–	–	–	–	–	–	–	Charbon bitumineux, morceaux.
–	–	–	–	21,367	901,83	0. . .	–	Charbon bitumineux, tout venant.
–	–	–	–	–	–	17	190	Charbon anthracite, morceaux.
–	–	–	–	–	–	303	1,667	Charbon anthracite, poussier.
–	–	–	–	–	–	–	–	Coke.
–	–	–	–	–	–	–	–	Gazoline.
–	–	–	–	–	–	–	–	Huile (combustible).
–	–	–	–	1,971	7,320	–	–	Bois.
–	–	–	–	–	–	–	–	Gaz.
–	–	–	–	–	–	–	–	Autres combustibles.
								Nouvelle-Ecosse
–	–	–	–	–	–	–	–	Charbon bitumineux, menu.
–	–	–	–	–	–	–	–	Charbon bitumineux, morceaux.
–	–	–	–	–	–	–	–	Charbon bitumineux, tout venant.
–	–	–	–	–	–	–	–	Charbon anthracite, morceaux.
–	–	–	–	–	–	–	–	Charbon anthracite, poussier.
–	–	–	–	–	–	–	–	Coke.
–	–	–	–	–	–	–	–	Gazoline.
–	–	–	–	–	–	–	–	Huile (combustible).
–	–	–	–	–	–	–	–	Bois.
–	–	–	–	–	–	–	–	Gaz.
–	–	–	–	–	–	–	–	Autres combustibles.
								Ontario
–	–	30,899	193,342	2,344	17,889	89,851	594,170	Charbon, bitumineux, menu.
–	–	4,527	40,165	–	–	185,960	1,380,239	Charbon, bitumineux, morceaux.
–	–	12.037	97,035	–	–	225,262	1,853,895	Charbon, bitumineux tout venant.
–	–	–	–	–	–	162	1,762	Charbon anthracite, morceaux.
–	–	50	125	–	–	50	125	Charbon anthracite, poussier.
–	–	–	–	–	–	–	–	Coke.
–	–	–	–	2,047	686	–	–	Gazoline.
–	–	–	–	–	–	–	–	Huile (combustible).
–	–	–	–	1,008	5,227	–	–	Bois.
–	–	–	–	–	–	–	–	Gaz.
–	–	–	–	–	8,584	–	22,539	Autres combustibles.
								Québec
–	–	3,140	24,630	–	–	157,126	1,274,483	Charbon bitumineux, menu.
100	950	–	–	100	950	70,000	500,000	Charbon bitumineux, morceaux.
3,113	25,822	36,987	320,120	99,841	1,040,894	174,100	1,669,585	Charbon bitumineux, tout venant.
–	–	–	–	–	–	–	–	Charbon anthracite, morceaux.
–	–	–	–	–	–	11,821	55,130	Charbon anthracite, poussier.
–	–	–	–	–	–	–	–	Coke.
785	274	–	–	785	274	–	–	Gazoline.
1,820	373	–	–	1,820	373	–	–	Huile (combustible).
2,211	9,378	–	–	43,922	289,069	–	–	Bois.
–	–	–	–	–	–	–	–	Gaz.
–	–	–	–	–	8,938	–	–	Autres combustibles.
								Canada
–	–	34,039	217,972	11,388	84,832	212,938	1,650,681	Charbon, bitumineux menu.
100	950	4,527	40,165	2,972	30,711	255,960	1,880,239	Charbon bitumineux, morceaux.
3,113	25,822	49,024	417,155	128,979	1,981,579	399,362	3,523,480	Charbon bitumineux, tout venant.
–	–	–	–	788	7,410	17	190	Charbon lignite.
–	–	50	125	–	–	12,174	90,090	Charbon anthracite, poussier.
–	–	–	–	–	–	162	1,762	Charbon anthracite, morceaux.
–	–	–	–	–	–	36	676	Coke.
785	274	–	–	91,451	22,002	–	–	Gazoline.
1,820	373	–	–	1,820	373	13,947,600	519,390	Huile (combustible).
2,211	9,378	–	–	53,296	356,573	–	–	Bois.
–	–	–	–	–	–	–	–	Gaz
–	–	–	–	–	17,914	–	23,182	Autres combustibles.

Table XII.—Capital invested in the Pulp and Paper industry, by Provinces and Classes of Mills, 1918.

Items of Capital by Provinces	In Paper Mills — Dans les papeteries	In Pulp Mills — Dans les pulperies
British Columbia		
Land, buildings and fixtures	-	12,461,181
Machinery and tools	-	2,756,179
Materials on hand, stocks in process, etc	-	1,018,663
Cash, trading and operating accounts, and bills receivable	-	1,177,546
Total Capital	-	**17,413,569**
New Brunswick		
Land, buildings and fixtures	-	4,119 662
Machinery and tools	-	1,933,114
Materials on hand, stocks in process, etc	-	1,356,886
Cash, trading and operating accounts, and bills receivable	-	442,563
Total Capital	-	**7,852,225**
Nova Scotia		
Land, buildings and fixtures	-	482,715
Machinery and tools	-	141,000
Materials on hand, stocks in process, etc	-	61,404
Cash, trading and operating accounts, and bills receivable	-	68,269
Total Capital	-	**753,388**
Ontario		
Land, buildings and fixtures	1,782,782	7,804,453
Machinery and tools	1,724,685	5,485,472
Materials on hand, stocks in process, etc	880,845	3,375,249
Cash, trading and operating accounts, and bills receivable	952,880	4,533 692
Total Capital	**5,341,192**	**21,198,866**
Quebec		
Land, buildings and fixtures	2,596,877	12,362,726
Machinery and tools	2,240,613	7,782 514
Materials on hand, stocks in process, etc	1,395,695	3,143,606
Cash, trading and operating accounts and bills receivable	946,388	1,201,329
Total Capital	**7,179,573**	**24,490,175**
Canada		
Land, buildings and fixtures	4,379,659	37,230,737
Machinery and tools	3,965,298	18,098,279
Materials on hand, stocks in process, etc	2,276,540	8,955,808
Cash, trading and operating accounts and bills receivable	1,899,268	7,423,399
Total Capital	**12,520,765**	**71,708,223**

Table XIII.—Equipment in mills making Ground Wood Pulp by Classes of Mills, by Provinces.

Schedule	British Columbia — Colombie Britannique	New Brunswick — Nouveau-Brunswick	Nova Scotia — Nouvelle-Ecosse
Pulp mills—			
Number of grinders	-	6	26
Capacity per 24 hours	-	28	105
Horse power used on grinders	-	2,000	4,900
Yearly capacity of mill, dry weight, tons	-	8,000	31,500
Pulp and Paper mills—			
Number of grinders	51	-	-
Capacity per 24 hours	340	-	-
Horse power used on grinders	24,000	-	-
Yearly capacity of mill, dry weight, tons	103,600	-	-
All mills making ground wood pulp—			
Number of grinders	51	6	26
Capacity per 24 hours	340	28	105
Horse power used on grinders	24,000	2,000	4,900
Yearly capacity of mill, dry weight, tons	103,600	8,000	31,500

Tableau XII.—Capital placé dans l'industrie de la pulpe et du papier, par provinces et genres de fabriques, 1918.

In Pulp and Paper Mills — Dans les pulperies et papeteries	In all Classes of Mills — Dans tous genres de fabriques	Répartition du capital, par provinces
		Colombie Britannique
12,684,831	25,146,012	Terrain, bâtiments et agencement.
8,514,679	11,270,858	Machinerie et outillage.
3,253,016	4,271,679	Matières en mains, produits en cours de fabrication, etc.
839,893	2,017,439	Caisse, comptes et billets à recevoir.
25,292,419	**42,705,988**	......**Total du capital.**
		Nouveau-Brunswick
-	4,119,662	Terrain, bâtiments et agencement.
-	1,933,114	Machinerie et outillage.
-	1,356,886	Matières en mains, produits en cours de fabrication, etc.
-	442,563	Caisse, comptes et billets à recevoir.
-	**7,852,225**	......**Total du capital.**
		Nouvelle-Ecosse
-	482,715	Terrains, bâtiments et agencement.
-	141,000	Machinerie et outillage.
-	61,404	Matières en mains, produits en cours de fabrication, etc.
-	68,269	Caisse, comptes et billets à recevoir.
-	**753,388**	......**Total du capital.**
		Ontario
32,058,785	41,646,020	Terrain, bâtiments et agencement.
14,254,125	21,464,282	Machinerie et outillage.
10,465,445	14,721,539	Matières en mains, produits en cours de fabrication, etc.
5,258,394	10,744,966	Caisse, comptes et billets à recevoir.
62,036,749	**88,576,807**	......**Total du capital.**
		Québec
32,451,569	47,411,172	Terrain, bâtiments et agencement.
15,794,885	25,818,012	Machinerie et outillage.
14,701,269	19,240,570	Matières en mains, produits en cours de fabrication, etc.
6,838,825	8,986,542	Caisse, comptes et billets à recevoir.
69,786,548	**101,456,296**	......**Total du capital.**
		Canada
77,195,185	118,805,581	Terrain, bâtiments et agencement.
38,563,689	60,627,266	Machinerie et outillage.
28,419,730	39,652,078	Matières en mains, produits en cours de fabrication, etc.
12,937,112	22,259,779	Caisse, comptes et billets à recevoir.
157,115,716	**241,344,704**	......**Total du capital.**

Tableau XIII—Agencement des fabriques de pâte de bois, par genres de fabriques et par provinces.

Ontario	Québec	Canada	Nomenclature
			Pulperies—
11	142	185	Nombre de broyeuses.
242	925	1,300	Capacité par 24 heures.
4,450	66,970	78,320	Force en chevaux-vapeur employée pour les broyeurs.
19,400	258,031	316,931	Capacité annuelle des pulperies, tonnes (poids sec).
			Pulperies et paptereies—
181	176	408	Nombre de broyeuses.
718	1,029	2,087	Capacité par 24 heures.
112,698	96,400	233,098	Force en chevaux-vapeur employée pour les broyeuses.
362,870	362,753	829,223	Capacité annuelle des pulperies-papeteries, tonnes (poids sec).
			Toutes fabriques de pâte—
192	318	593	Nombre de broyeuses.
960	1,954	3,387	Capacité par 24 heures.
117,148	163,370	311,418	Force en chevaux-vapeur employée pour les broyeuses.
382,270	620,784	1,146,154	Capacité annuelle de toutes les fabriqués, tonnes (poids sec).

Table XIV.—Pulp mill machinery by Processes for the Provinces and Canada, 1918.

Kind	British Columbia — Colombie Britannique			New Brunswick — Nouveau-Brunswick			Ontario		
	For Sulphate — Sulfate	For Soda — Soude	For Sulphite — Sulfite	For Sulphate — Sulfate	For Soda — Soude	For Sulphite — Sulfite	For Sulphate — Sulfate	For Soda — Soude	For Sulphite — Sulfite
Pulp Mills—									
Digesters—									
Number	2	-	9	5	-	10	4	-	15
Capacity, tons per cook	2	-	42	10	-	37	5	-	138
Number of cooks per week	48	-	82	34	-	95	50	-	208
Yearly capacity of mill, tons	3,600	-	56,000	19,000	-	45,000	13,000	-	105,000
Pulp and paper mills—									
Digesters—									
Number	4	-	5	-	-	-	-	3	19
Capacity, tons per cook	2	-	22	-	-	-	-	1	152
Number of cooks per week	150	-	58	-	-	-	-	54	252
Yearly capacity of mill, tons	13,500	-	32,560	-	-	-	-	1,800	161,000
All mills making pulp—									
Digesters—									
Number	6	-	14	5	-	10	4	3	34
Capacity, tons per cook	4	-	64	10	-	37	5	1	290
Number of cooks per week	198	-	140	34	-	95	50	54	460
Yearly capacity of mill, tons	17,100	-	88,560	19,000	-	45,000	13,000	1,800	266,000

Table XV.—Paper Mill machinery, 1918.

Paper Mill Machinery	British Columbia — Colombie Britannique	Ontario
In paper mills—		
Fourdrinier machines	-	11
Capacity per 24 hours	-	110
Cylinder machines	-	10
Capacity per 24 hours	-	77
Yearly capacity in paper, tons	-	46,550
In pulp and paper mills—		
Fourdrinier machines	8	29
Capacity per 24 hours	460	1,140
Cylinder machines	-	11
Capacity per 24 hours	-	258
Yearly capacity in paper, tons	138,000	410,122
In all mills making paper—		
Fourdrinier machines	8	40
Capacity per 24 hours	460	1,250
Cylinder machines	-	21
Capacity per 24 hours	-	335
Yearly capacity in paper, tons	138,000	456,672

Tableau XIV.—Machinerie des pulperies, selon les procédés, pour les provinces et pour le Canada' 1918.

Québec			Canada			Enumération
For Sulphate — Sulfate	For Soda — Soude	For Sulphite — Sulfite	For Sulphate — Sulfate	For Soda — Soude	For Sulphite — Sulfite	
						Pulperies—
						Digesteurs—
8	-	8	19	-	42	Nombre.
40	-	32	57	-	249	Capacité, tonnes par cuisson.
176	-	88	308	-	473	Nombre de cuissons par semaine.
46,000	-	66,000	81,600	-	272,000	Capacité annuelle des pulperies, tonnes.
						Pulperies et papeteries—
						Digesteurs—
16	4	22	20	7	46	Nombre.
54	7	89	56	8	263	Capacité, tonnes par cuisson.
487	28	285	637	82	595	Nombre de cuissons par semaine.
96,520	3,800	147,917	110,020	5,600	341,477	Capacité annuelle des pulperies-papeteries, tonnes.
						Toutes fabriques de pulpe—
						Digesteurs—
24	4	30	39	7	88	Nombre.
94	7	121	113	8	512	Capacité, tonnes par cuisson.
663	28	373	945	82	1,068	Nombre de cuissons par semaine.
142,520	3,800	213,917	191,620	5,600	613,477	Capacité annuelle de toutes les fabriques, tonnes.

Tableau XV.—Machinerie des papeteries, 1918.

Quebec	Canada	Machinerie à fabriquer le papier
		Dans les papeteries—
9	20	Machines Fourdrinier.
81	191	Capacité par 24 heures.
13	23	Machines à cylindres.
65	142	Capacité par 24 heures.
44,716	91,266	Capacité annuelle en tonnes de papier.
		Dans les pulperies et papeteries—
35	72	Machines Fourdrinier.
1,151	2,751	Capacité par 24 heures.
6	17	Machines à cylindres.
135	393	Capacité par 24 heures.
380,146	928,268	Capacité annuelle en tonnes de papier.
		Dans toutes fabriques de papier—
44	92	Machines Fourdrinier.
1,232	2,942	Capacité par 24 heures.
19	40	Machines à cylindres.
200	535	Capacité per 24 heures.
424,862	1,019,534	Capacité annuelle en tonnes de papier.

Table XVI.—Power employed by Classes of Mills and Provinces, 1918.

Class	Pulp Mills — Pulperies			Pulp and Paper Mills — Pulperies et papeteries		
	Number of units — Nombre d'unités	Total H.P. according to manufacturer's rating — Total en chev.-vap. selon l'indication du fabricant	Total H.P. actually employed — Nombre en chev.-vap. réellement employés	Number of units — Nombre d'unités	Total H.P. according to manufacturer's rating — Total en chev.-vap. selon l'indication du fabricant	Total H.P. actually employed — Total en chev.-vap. réellement employés
British Columbia	**173**	**16,437**	**15,375**	**458**	**75,156**	**54,612**
Power owned:						
Boilers	35	5,407	5,350	36	7,413	8,000
Engines: Steam	8	3,370	2,645	7	2,400	2,300
Gas	–	–	–	–	–	–
Gasolene	–	–	–	–	–	–
Water wheels	12	3,585	3,335	19	44,000	34,000
Water motors	–	–	–	–	–	–
Other powers	–	–	–	–	–	–
Electric motors (run by power generated by establishment)	118	4,075	4,045	396	21,343	10,312
Power rented:						
Electric motors operated by rented power	–	–	–	–	–	–
Other powers	–	–	–	–	–	–
New Brunswick	**244**	**18,680**	**14,212**	–	–	–
Power owned						
Boilers	22	3,025	2,450	–	–	–
Engines: Steam	35	7,536	5,378	–	–	–
Gas	1	125	125	–	–	–
Gasolene	4	31	31	–	–	–
Water wheels	4	2,800	2,800	–	–	–
Water motors	–	–	–	–	–	–
Other powers	–	–	–	–	–	–
Electric motors (run by current generated by establishment)	178	5,163	3,428	–	–	–
Power rented:						
Electric motors operated by rented power	–	–	–	–	–	–
Other powers	–	–	–	–	–	–
Nova Scotia	**16**	**13,640**	**9,520**	–	–	–
Power owned:						
Boilers	2	1,540	1,520	–	–	–
Engines: Steam	–	–	–	–	–	–
Gas	–	–	–	–	–	–
Gasolene	–	–	–	–	–	–
Water wheels	14	12,100	8,000	–	–	–
Water motors	–	–	–	–	–	–
Other powers	–	–	–	–	–	–
Electric motors (run by current generated by establishment)	–	–	–	–	–	–
Power rented:						
Electric motors operated by rented power	–	–	–	–	–	–
Other powers	–	–	–	–	–	–
Ontario	**351**	**41,564**	**28,440**	**846**	**169,782**	**146,529**
Power owned:						
Boilers	41	12,440	10,400	69	22,040	18,865
Engines: Steam	18	2,395	1,930	71	11,845	10,055
Gas	–	–	–	–	–	–
Gasolene	1	25	25	4	26	26
Water wheels	13	13,400	5,400	85	93,533	80,905
Water motors	–	–	–	–	–	–
Other powers	2	1,800	1,100	–	–	–
Electric motors (run by current generated by establishment)	93	4,097	2,300	336	18,839	13,985
Power rented:						
Electric motors operated by rented power	183	7,407	7,285	281	23,499	22,693
Other powers	–	–	–	–	–	–

Tableau XVI.—Force motrice employée, par genres de fabriques et par provinces, 1918.

Paper Mills — Papeteries			All Mills — Toutes fabriques			
Number of units — Nombre d'unités	Total H.P. according to manufacturer's rating — Total en chev.-vap. selon l'indication du fabricant	Total H.P. actually employed — Total en chev.-vap. réellement employés	Number of units — Nombre d'unités	Total H.P. according to manufacturer's rating — Total en chev.-vap. selon l'indication du fabricant	Total H.P. actually employed — Total en chev.-vap. réellement employés	Genre
–	**–**	**–**	**631**	**91,593**	**69,987**	**Colombie Britannique**
						Force motrice appartenante:
–	–	–	71	12,820	13,350	Chaudières à vapeur.
–	–	–	15	5,770	4,945	Machines motrices: à vapeur.
–	–	–	–	–	–	à gaz.
–	–	–	–	–	–	à gazoline.
–	–	–	31	47,585	37,335	Turbines.
–	–	–	–	–	–	Moteurs hydrauliques.
–	–	–	–	–	–	Autre force motrice.
–	–	–	514	25,418	14,357	Moteurs électriques mûs par courant produit par l'établissement.
						Force motrice louée:
–	–	–	–	–	–	Moteurs électriques actionnés par force motrice louée.
–	–	–	–	–	–	Autre force motrice.
–	**–**	**–**	**244**	**18,680**	**11,212**	**Nouveau-Brunswick**
						Force motrice appartenante:
–	–	–	22	3,025	2,450	Chaudières à vapeur.
–	–	–	35	7,536	5,378	Machines motrices: à vapeur.
–	–	–	1	125	125	à gaz.
–	–	–	4	31	31	à gazoline.
–	–	–	4	2,800	2,800	Turbines.
–	–	–	–	–	–	Moteurs hydrauliques.
–	–	–	–	–	–	Autre force motrice.
–	–	–	178	5,163	3,428	Moteurs électriques mûs par courant produit parl blissement.
						Force motrice louée:
–	–	–	–	–	–	Moteurs électriques actionnés par force motrice louée
–	–	–	–	–	–	Autre force motrice.
–	**–**	**–**	**16**	**13,640**	**9,520**	**Nouvelle-Ecosse**
						Force motrice appartenante:
–	–	–	2	1,540	1,520	Chaudières à vapeur.
–	–	–	–	–	–	Machines motrices: à vapeur.
–	–	–	–	–	–	à gaz.
–	–	–	–	–	–	à gazoline.
–	–	–	14	12,100	8,000	Turbines.
–	–	–	–	–	–	Moteurs hydrauliques.
–	–	–	–	–	–	Autre force motrice.
–	–	–	–	–	–	Moteurs électriques mûs par courant produit par l'établissement.
						Force motrice louée:
–	–	–	–	–	–	Moteurs électriques actionnés par force motrice louée.
–	–	–	–	–	–	Autre force motrice.
212	**12,238**	**9,472**	**1,409**	**223,584**	**184,441**	**Ontario**
						Force motrice appartenante:
26	2,960	2,265	136	37,440	31,530	Chaudières à vapeur.
11	1,405	1,185	100	15,645	13,170	Machines motrice: à vapeur.
–	–	–	–	–	–	à gaz.
–	–	–	5	51	51	à gazoline.
20	3,432	2,632	118	110,365	88,937	Turbines.
–	–	–	–	–	–	Moteurs hydrauliques.
–	–	–	2	1,800	1,100	Autre force motrice.
62	1,369	853	491	24,305	17,138	Moteurs électriques mûs par courant produit par l'établissement.
						Force motrice louée:
93	3,072	2,537	557	33,978	32,515	Moteurs électriques actionnés par force motrice louée.
–	–	–	–	–	–	Autre force motrice.

Table XVI.—Power employed by Classes of Mills and Provinces—concluded.

Class	Pulp Mills — Pulperies			Pulp and Paper Mills — Pulperies et papeteries		
	Number of units — Nombre d'unités	Total H.P. according to manufacturer's rating — Total en chev.-vap. selon l'indication du fabricant	Total H.P. actually employed — Nombre en chev.-vap. réellement employés	Number of units — Nombre d'unités	Total H.P. according to manufacturer's rating — Total en chev.-vap. selon l'indication du fabricant	Total H.P. actually employed — Total en chev.-vap. réellement employés
Quebec	**244**	**114,442**	**108,117**	**1,249**	**213,296**	**168,393**
Power owned:						
Boilers	27	7,675	7,260	86	25,450	24,807
Engines: Steam	38	3,465	3,310	63	21,350	19,040
Gas	–	–	–	–	–	–
Gasolene	–	–	–	–	–	–
Water wheels	69	97,220	91,930	80	79,760	61,930
Water motors	–	–	–	–	–	–
Other powers	6	300	275	–	–	–
Electric motors (run by current generated by establishment)	52	3,082	2,942	206	23,264	13,034
Power rented:						
Electric motors operated by rented power	42	1,700	1,400	814	63,472	49,582
Other powers	10	1,000	1,000	–	–	–
Canada	**1,028**	**205,763**	**176,664**	**2,553**	**458,234**	**369,534**
Power owned:						
Boilers	127	30,087	27,980	191	54,903	51,672
Engines: Steam	99	17,766	13,263	141	35,595	31,395
Gas	1	125	125	–	–	–
Gasolene	5	56	56	4	26	26
Water wheels	112	129,105	111,465	184	217,293	176,835
Water motors	–	–	–	–	–	–
Other powers	8	2,100	1,375	–	–	–
Electric motors (run by current generated by establishment)	441	16,417	12,715	938	63,446	37,331
Power rented:						
Electric motors operated by rented power	225	9,107	8,685	1,095	86,971	72,275
Other powers	10	1,000	1,000	–	–	–

Tableau XVI.—Force motrice employée, par genres de fabriques et par provinces.—fin.

Paper Mills — Papeteries			All Mills — Toutes fabriques			
Number of units — Nombre d'unités	Total H.P. according to manufacturer's rating — Total en chev.-vap. selon l'indication du fabricant	Total H.P. actually employed — Total en chev.-vap. réellement employés	Number of units — Nombre d'unités	Total according to manufacturer's rating — Total en chev.-vap. selon tion du l'indica- fabricant	Total H.P. actually employed — Total en chev.-vap. réellement employés	Genre
208	**18,459**	**16,699**	**1,701**	**347,197**	**294,209**	**Québec**
						Force motrice appartenante:
20	2,535	2,360	133	35,660	34,427	Chaudières à vapeur.
18	1,894	1,519	119	26,709	23,869	Machines motrice: à vapeur.
–	–	–	–	–	–	à gaz.
–	–	–	–	–	–	à gazoline.
78	11,028	10,033	227	188,008	163,893	Turbines.
–	–	–	–	–	–	Moteurs hydrauliques.
–	–	–	6	300	275	Autre force motrice.
40	1,172	1,112	298	27,518	17,088	Moteurs électriques mûs par courant produit par l'établissement.
						Force motrice louée:
52	1,830	1,675	908	65,172	50,982	Moteurs électriques actionnés par force motrice louée.
–	–	–	10	1,000	1,000	Autre force motrice.
420	**36,697**	**26,171**	**4,001**	**694,694**	**572,389**	**Canada**
						Force motrice appartenante:
46	5,495	4,625	364	90,485	84,277	Chaudières à vapeur.
29	3,299	2,704	269	56,660	47,362	Machines motrices: à vapeur.
–	–	–	1	125	125	à gaz.
–	–	–	9	82	82	à gazoline.
98	14,460	12,665	394	360,858	300,965	Turbines.
–	–	–	–	–	–	Moteurs hydrauliques.
–	–	–	8	2,100	1,375	Autre force motrice.
102	2,541	1,965	1,481	82,404	52,011	Moteurs électriques mûs par courant produit par l'établissement.
						Force motrice louée:
145	4,902	4,212	1,465	100,980	85,172	Moteurs électriques actionnés par force motrice louée.
–	–	–	10	1,000	1,000	Autre force motrice

Table XVII.—Employees, Salaries and Wages by Classes of Mills for the Provinces, 1918.

Provinces	Pulp Mills — Pulperies			Pulp and Paper Mills — Pulperies et papeteries		
	Males — Hommes	Females — Femmes	$	Males — Hommes	Females — Femmes	$
British Columbia						
Officers, superintendents and managers	–	–	–	31	–	78,452
Clerks, stenographers and salaried employees	–	–	–	142	14	307,160
Employees on wages	–	–	–	1,042	–	1,396,665
Total salaries and wages	–	–	–	**1,215**	**14**	**1,782,277**
New Brunswick						
Officers, superintendents and managers	–	–	–	33	–	104,915
Clerks, stenographers and salaried employees	–	–	–	34	10	43,680
Employees on wages	–	–	–	942	6	786,510
Total salaries and wages	–	–	–	**1,009**	**16**	**935,105**
Nova Scotia						
Officers, superintendents and managers	–	–	–	6	–	9,800
Clerks, stenographers and salaried employees	–	–	–	1	2	2,100
Employees on wages	–	–	–	141	1	66,826
Total salaries and wages	–	–	–	**148**	**3**	**78,726**
Ontario						
Officers, superintendents and managers	36	–	127,872	25	–	119,555
Clerks, stenographers and salaried employees	25	19	48,335	62	14	128,201
Employees on wages	663	204	765,085	1,713	9	1,972,584
Total salaries and wages	**724**	**223**	**941,292**	**1,800**	**23**	**2,220,340**
Quebec						
Officers, superintendents and managers	45	–	164,497	49	–	163,568
Clerks, stenographers and salaried employees	58	19	85,864	148	31	195,475
Employees on wages	948	289	858,962	2,959	18	2,133,343
Total salaries and wages	**1,051**	**308**	**1,109,323**	**3,156**	**49**	**2,492,386**
Canada						
Officers, superintendents and managers	81	–	292,369	144	–	476,290
Clerks, stenographers and salaried employees	83	38	134,199	387	71	676,616
Employees on wages	1,611	493	1,624,047	6,797	34	6,355,928
Total salaries and wages	**1,775**	**131**	**2,050,615**	**7,328**	**105**	**7,508,834**

Tableau XVII.—Personnel d'employés et d'ouvriers, appointements et salaires, par genres de fabriques, pour les provinces, 1918.

Paper Mills — Papeteries			All Mills — Toutes fabriques			Provinces
Males — Hommes	Females — Femmes	$	Males — Hommes	Females — Femmes	$	
						Colombie Britannique
24	–	138,607	55	–	217,059	Administrateurs, directeurs et gérants.
46	26	94,597	188	40	401,757	Commis, sténographes et autres employés.
1,728	28	2,098,750	2,770	28	3,495,415	Ouvriers et journaliers.
1,798	**54**	**2.331.954**	**3,013**	**68**	**4,114,231**	**Total des traitements, appointements et salaires.**
						Nouveau-Brunswick
–	–	–	33	–	104,915	Administrateurs, directeurs et gérants.
–	–	–	34	10	43,680	Commis, sténographes et autres employés.
–	–	–	942	6	786,510	Ouvriers et journaliers.
–	–	–	**1,009**	**16**	**935,105**	**Total des traitements, appointements et salaires.**
						Nouvelle-Ecosse
–	–	–	6	–	9,800	Administrateurs, directeurs et gérants.
–	–	–	1	2	2,100	Commis, sténographes et autres employés.
–	–	–	141	1	66,826	Ouvriers et journaliers.
–	–	–	**148**	**3**	**78,726**	**Total des traitements, appointements et salaires.**
						Ontario
93	1	346,675	154	1	594,102	Administrateurs, directeurs et gérants.
190	65	302,648	277	98	479,184	Commis, sténographes et autres employés.
5,942	114	6.488,612	8,318	327	9,226,281	Ouvriers et journaliers.
6,225	**180**	**7,137,935**	**8,749**	**426**	**10,299,567**	**Total des traitements, appointements et salaires.**
						Québec
120	1	553,527	214	1	881,592	Administrateurs, directeurs et gérants.
458	101	680,091	664	151	961,430	Commis, sténographes et autres employés.
7,008	179	6,711,269	10,915	486	9,703,574	Ouvriers et journaliers.
7,586	**281**	**7,941,887**	**11,793**	**638**	**11,546,596**	**Total des traitements, appointements et salaires.**
						Canada
237	2	1,038.809	462	2	1,807,468	Administrateurs, directeurs et gérants.
694	192	1,077,336	1,164	301	1,888,151	Commis, sténographes et autres employés.
14,678	321	15,298,631	23,086	848	23,278,606	Ouvriers et journaliers.
15,609	**515**	**17,414,776**	**24,712**	**1,151**	**26.974,225**	**Total des traitements, appointements et salaires.**

Table XVIII.—Employees by Months for Classes of Mills by Provinces, 1918.

Classes of mills by Provinces	January — Janvier		February — Février		March — Mars		April — Avril		May — Mai		June — Juin	
	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes
British Columbia—												
Pulp mills	844	–	939	–	987	–	977	–	999	–	1,055	–
Pulp and paper mills	1,441	20	1,485	21	1,595	20	1,697	23	1,700	28	1,915	34
Paper mills	–	–	–	–	–	–	–	–	–	–	–	–
All mills	2,285	20	2,424	21	2,582	20	2,674	23	2,699	28	2,970	34
New Brunswick—												
Pulp mills	945	1	963	1	926	1	955	1	973	7	972	7
Pulp and paper mills	–	–	–	–	–	–	–	–	–	–	–	–
Paper mills	–	–	–	–	–	–	–	–	–	–	–	–
All mills	945	1	963	1	926	1	955	1	973	7	972	7
Nova Scotia—												
Pulp mills	200	1	186	1	193	1	201	1	115	1	98	1
Pulp and paper mills	–	–	–	–	–	–	–	–	–	–	–	–
Paper mills	–	–	–	–	–	–	–	–	–	–	–	–
All mills	200	1	186	1	193	1	201	1	115	1	98	1
Ontario—												
Pulp mills	1,661	12	1,722	12	1,739	12	1,720	10	1,743	10	1,705	9
Pulp and paper mills	6,893	98	6,697	107	6,321	115	5,316	117	5,342	116	5,298	118
Paper mills	634	194	627	196	655	207	650	203	657	205	663	213
All mills	9,188	304	9,046	315	8,715	334	7,686	330	7,742	331	7,666	340
Quebec—												
Pulp mills	2,449	13	2,497	13	2,427	15	2,560	15	2,991	18	3,301	24
Pulp and paper mills	6,477	184	6,492	153	6,553	172	6,787	187	7,114	175	7,777	183
Paper mills	863	260	882	265	900	277	886	287	921	288	933	288
All mills	9,789	457	9,871	431	9,880	464	10,233	489	11,026	481	12,011	495
Canada—												
Pulp mills	6,099	27	6,307	27	6,272	29	6,413	27	6,821	36	7,131	41
Pulp and paper mills	14,811	302	14,674	281	14,469	307	13,800	327	14,819	319	14,990	335
Paper mills	1,497	454	1,509	461	1,555	484	1,536	490	1,578	493	1,596	501
All mills	22,407	783	22,490	769	22,296	820	21,749	844	23,218	848	23,717	877

Tableau XVIII.—Employés par mois, par genres de fabriques et par provinces, 1918.

July — Juillet		August — Août		September — Septembre		October — Octobre		November — Novembre		December — Décembre		Genre de fabriques, par provinces
Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	Male — Hommes	Female — Femmes	
												Colombie Britannique—
1,144	–	1,125	–	1,138	–	1,113	–	1,105	–	1,086	–	Pulperies.
1,885	32	1,875	32	2,023	32	1,858	33	1,492	32	1,533	32	Pulperies et papeteries.
–	–	–	–	–	–	–	–	–	–	–	–	Papeteries.
3,029	32	3,000	32	3,161	32	2,971	33	2,597	32	2,619	32	Toutes fabriques.
												Nouveau-Brunswick—
997	7	933	8	943	8	902	9	982	10	812	10	Pulperies.
–	–	–	–	–	–	–	–	–	–	–	–	Pulperies et papeteries.
–	–	–	–	–	–	–	–	–	–	–	–	Papeteries.
997	7	933	8	943	8	902	9	982	10	812	10	Toutes fabriques.
												Nouvelle-Ecosse—
99	1	79	1	67	1	90	1	159	1	205	2	Pulperies.
–	–	–	–	–	–	–	–	–	–	–	–	Pulperies et papeteries.
–	–	–	–	–	–	–	–	–	–	–	–	Papeteries.
99	1	79	1	67	1	90	1	159	1	205	2	Toutes fabriques.
												Ontario—
1,812	9	1,691	8	1,649	10	1,612	8	1,718	7	1,786	6	Pulperies.
5,391	133	6,342	127	5,704	115	5,850	108	5,861	112	5,931	100	Pulperies et papeteries.
678	216	670	201	649	197	666	198	678	198	730	215	Papeteries.
7,881	358	8,703	336	8,002	322	8,128	314	8,257	317	8,447	321	Toutes fabriques.
												Québec—
3,596	18	3,445	19	3,300	20	3,115	23	3,060	18	2,767	21	Pulperies.
7,707	180	7,565	171	7,261	178	6,716	189	6,818	187	6,757	198	Pulperies et papeteries.
1,004	286	1,019	293	987	325	989	314	982	282	1,010	301	Papeteries.
12,407	484	12,029	483	11,548	523	10,820	526	10,860	487	10,534	520	Toutes fabriques.
												Canada—
7,648	35	7,273	36	7,097	39	6,832	41	7,024	36	6,656	39	Pulperies.
14,983	345	15,782	330	14,988	325	14,424	330	14,171	331	14,221	330	Pulperies et papeteries.
1,682	502	1,689	494	1,636	522	1,655	512	1,660	480	1,740	516	Papeteries.
24,313	882	24,744	860	23,721	886	22,911	883	22,855	847	22,617	885	Toutes fabriques.

Table XIX.—Classified Weekly wages by Provinces and Classes of Mills, 1918.

Provinces	Pulp Mills — Pulperies				Pulp and Paper Mills — Pulperies et papeteries			
	16 years of age and over — Agés de 16 ans et plus		Under 16 years of age — Au-dessous de 16 ans		16 years of age and over — Agés de 16 ans et plus		Under 16 years of age — Au-dessous de 16 ans	
	Male — Hommes	Female — Femmes	Male — Garçons	Female — Filles	Male — Hommes	Female — Femmes	Male — Garçons	Female — Filles
British Columbia								
Under $3	–	–	–	–	–	–	–	–
$3 but under $4	–	–	–	–	–	–	–	–
$4 but under $5	–	–	–	–	–	–	–	–
$5 but under $6	–	–	–	–	–	–	–	–
$6 but under $7	–	–	–	–	–	–	–	–
$7 but under $8	1	–	–	–	–	–	–	–
$8 but under $9	–	–	–	–	–	–	–	–
$9 but under $10	–	–	–	–	–	–	–	–
$10 but under $12	1	–	–	–	–	5	–	–
$12 but under $15	1	–	–	–	28	20	–	–
$15 but under $20	75	–	–	–	57	–	7	–
$20 but under $25	289	–	–	–	602	6	–	–
$25 and over	731	–	–	–	847	–	–	–
New Brunswick								
Under $3	–	–	–	–	–	–	–	–
$3 but under $4	1	–	–	–	–	–	–	–
$4 but under $5	1	–	–	–	–	–	–	–
$5 but under $6	1	–	–	–	–	–	–	–
$6 but under $7	–	1	–	–	–	–	–	–
$7 but under $8	33	–	–	–	–	–	–	–
$8 but under $9	1	–	–	–	–	–	–	–
$9 but under $10	11	–	6	–	–	–	–	–
$10 but under $12	61	9	–	–	–	–	–	–
$12 but under $15	183	–	–	–	–	–	–	–
$15 but under $20	420	–	–	–	–	–	–	–
$20 but under $25	81	–	–	–	–	–	–	–
$25 and over	49	–	–	–	–	–	–	–
Nova Scotia								
Under $3	–	–	–	–	–	–	–	–
$3 but under $4	–	1	–	–	–	–	–	–
$4 but under $5	–	–	–	–	–	–	–	–
$5 but under $6	–	–	–	–	–	–	–	–
$6 but under $7	5	1	–	–	–	–	–	–
$7 but under $8	4	–	–	–	–	–	–	–
$8 but under $9	2	–	–	–	–	–	–	–
$9 but under $10	15	–	–	–	–	–	–	–
$10 but under $12	45	–	–	–	–	–	–	–
$12 but under $15	109	–	–	–	–	–	–	–
$15 but under $20	52	–	–	–	–	–	–	–
$20 but under $25	6	–	–	–	–	–	–	–
$25 and over	–	–	–	–	–	–	–	–
Ontario								
Under $3	–	–	–	–	–	–	–	–
$3 but under $4	–	–	–	–	–	–	–	–
$4 but under $5	–	–	–	–	–	–	–	–
$5 but under $6	–	–	–	–	–	–	–	–
$6 but under $7	–	–	–	–	–	–	–	3
$7 but under $8	–	–	–	–	–	9	–	4
$8 but under $9	–	–	–	–	1	5	4	1
$9 but under $10	–	–	–	–	–	9	–	–
$10 but under $12	11	–	–	–	9	10	1	–
$12 but under $15	58	–	9	–	600	54	1	–
$15 but under $20	673	6	8	–	1,615	4	–	–
$20 but under $25	319	–	–	–	1,642	1	1	–
$25 and over	708	–	–	–	1,468	–	–	–

Tableau XIX.—Salaires hebdomadaires classifiés par provinces et par genres de fabriques, 1918

Paper Mills — Papeteries				All Mills — Toutes fabriques				Provinces
16 years of age and over — Agés de 16 ans et plus		Under 16 years of age — Au-dessous de 16 ans		16 years of age and over — Agés de 16 ans et plus		Under 16 years of age — Au-dessous de 16 ans		
Male — Hommes	Female — Femmes	Male — Garçons	Female — Filles	Male — Hommes	Female — Femmes	Male — Garçons	Female — Filles	
								Colombie Britannique
–	–	–	–	–	–	–	–	Au-dessous de $3.
–	–	–	–	–	–	–	–	$3 mais moins de $4.
–	–	–	–	–	–	–	–	$4 mais moins de $5.
–	–	–	–	–	–	–	–	$5 mais moins de $6.
–	–	–	–	–	–	–	–	$6 mais moins de $7.
–	–	–	–	1	–	–	–	$7 mais moins de $8.
–	–	–	–	–	–	–	–	$8 mais moins de $9.
–	–	–	–	–	–	–	–	$9 mais moins de $10.
–	–	–	–	1	5	–	–	$10 mais moins de $12.
–	–	–	–	29	20	–	–	$12 mais moins de $15.
–	–	–	–	132	–	7	–	$15 mais moins de $20.
–	–	–	–	891	6	–	–	$20 mais moins de $25.
–	–	–	–	1,578	–	–	–	$25 et plus.
								Nouveau-Brunswick
–	–	–	–	–	–	–	–	Au-dessous de $3.
–	–	–	–	1	–	–	–	$3 mais moins de $4.
–	–	–	–	1	–	–	–	$4 mais moins de $5.
–	–	–	–	1	–	–	–	$5 mais moins de $6.
–	–	–	–	–	1	–	–	$6 mais moins de $7.
–	–	–	–	33	–	–	–	$7 mais moins de $8.
–	–	–	–	1	–	–	–	$8 mais moins de $9.
–	–	–	–	11	–	6	–	$9 mais moins de $10.
–	–	–	–	61	9	–	–	$10 mais moins de $12.
–	–	–	–	183	–	–	–	$12 mais moins de $15.
–	–	–	–	420	–	–	–	$15 mais moins de $20.
–	–	–	–	81	–	–	–	$20 mais moins de $25.
–	–	–	–	49	–	–	–	$25 et plus.
								Nouvelle-Ecosse
–	–	–	–	–	–	–	–	Au-dessous de $3.
–	–	–	–	–	1	–	–	$3 mais moins de $4.
–	–	–	–	–	–	–	–	$4 mais moins de $5.
–	–	–	–	–	–	–	–	$5 mais moins de $6.
–	–	–	–	5	1	–	–	$6 mais moins de $7.
–	–	–	–	4	–	–	–	$7 mais moins de $8.
–	–	–	–	2	–	–	–	$8 mais moins de $9.
–	–	–	–	15	–	–	–	$9 mais moins de $10.
–	–	–	–	45	–	–	–	$10 mais moins de $12.
–	–	–	–	109	–	–	–	$12 mais moins de $15.
–	–	–	–	52	–	–	–	$15 mais moins de $20.
–	–	–	–	6	–	–	–	$20 mais moins de $25.
–	–	–	–	–	–	–	–	$25 et plus.
								Ontario
–	–	–	–	–	–	–	–	Au-dessous de $3.
–	–	–	–	–	–	–	–	$3 mais moins de $4.
–	–	–	–	–	–	–	–	$4 mais moins de $5.
1	1	–	–	1	1	–	–	$5 mais moins de $6.
6	1	2	–	6	1	2	3	$6 mais moins de $7.
1	2	3	3	1	11	3	7	$7 mais moins de $8.
1	35	–	6	2	40	4	7	$8 mais moins de $9.
3	47	5	1	3	56	5	1	$9 mais moins de $10.
8	83	–	–	28	93	1	–	$10 mais moins de $12
71	20	3	–	729	74	13	–	$12 mais moins de $15
310	4	–	–	2,598	14	8	–	$15 mais moins de $20
200	1	–	–	2,161	2	1	–	$20 mais moins de $25
118	–	–	–	2,294	–	–	–	$25 et plus.

Table XIX.—Classified weekly Wages by Provinces and Classes of Mills, 1918—*Concluded.*

Provinces	Pulp Mills — Pulperies				Pulp and Paper Mills — Pulperies et papeteries			
	16 years of age and over — Agés de 16 ans et plus		Under 16 years of age — Au-dessous de 16 ans		16 years of age and over — Agés de 16 ans et plus		Under 16 years of age — Au-dessous de 16 ans	
	Male — Hommes	Female — Femmes	Male — Garçons	Female — Filles	Male — Hommes	Female — Femmes	Male — Garçons	Female — Filles
Quebec								
Under $3	–	–	11	6	–	–	–	–
$3 but under $4	–	–	5	–	4	3	–	2
$4 but under $5	–	–	1	1	1	16	2	11
$5 but under $6	–	2	–	–	–	2	2	2
$6 but under $7	10	2	–	–	11	29	9	1
$7 but under $8	20	–	–	–	19	30	15	9
$8 but under $9	23	–	–	–	84	70	7	1
$9 but under $10	70	–	–	–	60	17	9	–
$10 but under $12	101	3	16	–	106	3	6	–
$12 but under $15	321	4	–	–	719	1	3	–
$15 but under $20	946	3	39	2	2,830	–	1	–
$20 but under $25	1,159	–	–	–	1,861	1	–	–
$25 and over	226	–	–	–	1,024	1	–	–
Canada								
Under $3	–	–	11	6	–	–	–	–
$3 but under $4	1	1	5	–	4	3	–	2
$4 but under $5	1	–	1	1	1	16	2	11
$5 but under $6	1	2	–	–	–	2	2	2
$6 but under $7	15	4	–	–	11	29	9	4
$7 but under $8	58	–	–	–	19	39	15	13
$8 but under $9	26	–	–	–	85	75	11	2
$9 but under $10	96	–	6	–	60	26	9	–
$10 but under $12	219	12	16	–	115	18	7	–
$12 but under $15	672	4	9	–	1,347	75	4	–
$15 but under $20	2,166	9	47	2	4,502	4	8	–
$20 but under $25	1,854	–	–	–	4,105	8	1	–
$25 and over	1,714	–	–	–	3,339	1	–	–

Table XX.—Averages of Working Time by Classes of Mills, and Provinces 1918.

Provinces	Pulp Mills — Pulperies	Pulp and Paper Mills — Pulperies et papeteries	Paper Mills — Papeteries	All Mills — Toutes fabriques
British Columbia—Colombie Britannique				
Days on full time—Journées entières	252	301·5	–	276·7
Days on ¾ time—¾ de journée	–	–	–	–
Days on ½ time—½ journée	–	–	–	–
Days on less than ½ time—Moins d'une ½ journée	–	–	–	–
Days idle—Arrêt complet	52	2·5	–	27·2
Hours worked per shift—Heures de travail par jour	9·5	8	–	8·7
Hours worked per week—Heures de travail par semaine	57	48	–	52·5
New Brunswick—Nouveau-Brunswick				
Days on full time—Journées entières	285·6	–	–	285·6
Days on ¾ time—¾ de journée	–	–	–	–
Days on ½ time—½ journée	–	–	–	–
Days on less than ½ time—Moins d'une ½ journée	–	–	–	–
Days idle—Arrêt complet	18·4	–	–	18·4
Hours worked per shift—Heures de travail par jour	14	–	–	14
Hours worked per week—Heures de travail par semaine	84	–	–	84
Nova Scotia—Nouvelle-Ecosse				
Days on full time—Journées entières	159·2	–	–	159·2
Days on ¾ time—¾ de journée	33·4	–	–	33·4
Days on ½ time—½ journée	11·6	–	–	11·6
Days on less than ½ time—Moins d'une ½ journée	–	–	–	–
Days idle—Arrêt complet	99·8	–	–	99·8
Hours worked per shift—Heures de travail par jour	12	–	–	12
Hours worked per week—Heures de travail par semaine	72	–	–	72

Tableau XIX.—Salaires hebdomadaires classifiés par provinces et par genres de fabriques 1918—*fin.*

Paper Mills — Papeteries				All Mills — Toutes fabriques				Provinces
16 years of age and over — Agés de 16 ans et plus		Under 16 years of age — Au-dessous de 16 ans		16 years of age and over — Agés de 16 ans et plus		Under 16 years of age — Au-dessous de 16 ans		
Male — Hommes	Female — Femmes	Male — Garçons	Female — Filles	Male — Hommes	Female — Femmes	Male — Garçons	Female — Filles	
								Québec
–	–	–	–	–	–	11	6	Au-dessous de $3.
–	–	–	–	4	3	5	2	$3 mais moins de $4.
1	–	2	–	2	16	5	12	$4 mais moins de $5.
1	–	8	14	1	4	10	16	$5 mais moins de $6.
7	31	10	4	28	62	19	5	$6 mais moins de $7.
9	46	3	13	48	76	18	22	$7 mais moins de $8.
10	100	2	8	117	170	9	9	$8 mais moins de $9.
57	38	2	2	187	55	11	2	$9 mais moins de $10.
29	35	–	–	236	41	22	–	$10 mais moins de $12.
312	3	–	–	1,352	8	3	–	$12 mais moins de $15.
442	5	–	–	4,218	8	40	2	$15 mais moins de $20.
149	–	–	–	3,169	1	–	–	$20 mais moins de $25.
87	–	–	–	1,337	1	–	–	$25 et plus.
								Canada
–	–	–	–	–	–	11	6	Au-dessous de $3.
–	–	–	–	5	4	5	2	$3 mais moins de $4.
1	–	2	–	3	16	5	12	$4 mais moins de $5.
2	1	8	14	3	5	10	16	$5 mais moins de $6.
13	32	12	4	39	65	21	8	$6 mais moins de $7.
10	48	6	16	87	87	21	29	$7 mais moins de $8.
11	135	2	14	122	210	13	16	$8 mais moins de $9.
60	85	7	3	216	111	22	3	$9 mais moins de $10.
37	118	–	–	371	148	23	–	$10 mais moins de $12.
383	23	3	–	2,402	102	16	–	$12 mais moins de $15.
752	9	–	–	7,420	22	55	2	$15 mais moins de $20.
349	1	–	–	6,308	9	1	–	$20 mais moins de $25.
205	–	–	–	5,258	1	–	–	$25 et plus.

Tableau XX.—Durée moyenne des opérations, par genres de fabriques et par provinces 1918.

Provinces	Pulp Mills — Pulperies	Pulp and Paper Mills — Pulperies et papeteries	Paper Mills — Papeteries	All Mills — Toutes fabriques
Ontario				
Days on full time—Journées entières	289·4	286·2	254	276·5
Days on ¾ time—¾ de journée	–	–	3·3	1·1
Days on ½ time—½ journée	·5	–	7	2·5
Days on less than ½ time—Moins d'une ½ journée	–	–	–	–
Days idle—Arrêt complet	14·1	17·8	39·7	23·9
Hours worked per shift—Heures de travail par jour	10·5	9·7	10·1	10·1
Hours worked per week—Heures de travail par semaine	71·5	58·2	60·1	63·3
Quebec				
Days on full time—Journées entières	242·5	293·6	261	265·7
Days on ¾ time—¾ de journée	9·4	4·4	·6	4·8
Days on ½ time—½ journée	4·1	4·4	6·6	5
Days on less than ½ time—Moins d'une ½ journée	8	·7	–	2·9
Days idle—Arrêt complet	40	·9	35·8	25·6
Hours worked per shift—Heures de travail par jour	10	9	9·4	9·4
Hours worked per week—Heures de travail par semaine	67	53·6	66·2	62·3
Canada				
Days on full time—Journées entières	245·7	290·8	257·5	264·7
Days on ¾ time—¾ de journée	8·6	2	2	4·2
Days on ½ time—½ journée	3·2	2·1	6·7	4
Days on less than ½ time—Moins d'une ½ journée	1·6	·3	–	·6
Days idle—Arrêt complet	44·9	8·8	37·8	30·5
Hours worked per shift—Heures de travail par jour	11·2	9·3	9·8	10·1
Hours worked per week—Heures de travail par semaine	70·3	55·3	63·2	62·9

Table XXI.—Miscellaneous Expenses by Classes of Mills for Provinces, 1918.

Provinces	Rent of Offices, Works and Machinery — Loyer de bureaux, usines et machineries	Rent of Power — Loyer de la force motrice	Insurance — Assurance	Taxes	
				Internal Revenue, War, etc. — Sur le revenu, de guerre, etc.	Provincial Municipal, etc. — Provinciales, municipales, etc.
British Columbia	$	$	$	$	$
Pulp mills	5,300	–	85,500	–	46,500
Pulp and paper mills	1,400	2,800	70,083	293,519	120,311
Paper mills	–	–	–	–	–
All mills	**6,740**	**2,800**	**155,583**	**293,519**	**166,811**
New Brunswick					
Pulp mills	2,000	–	35,926	–	37,340
Pulp and paper mills	–	–	–	–	–
Paper mills	–	–	–	–	–
All mills	**2,000**	–	**35,926**	–	**37,340**
Nova Scotia					
Pulp mills	2,060	–	6,372	2,797	4,016
Pulp and paper mills	–	–	–	–	–
Paper mills	–	–	–	–	–
All mills	**2,060**	–	**6,372**	**2,797**	**4,016**
Ontario					
Pulp mills	5,336	113,932	96,703	783	25,278
Pulp and paper mills	228,311	407,054	118,947	33,663	38,119
Paper mills	11,844	53,218	22,758	70,195	14,946
All mills	**245,491**	**574,204**	**238,408**	**104,641**	**78,343**
Quebec					
Pulp mills	–	28,160	59,761	925	68,828
Pulp and paper mills	10,037	785,053	165,339	470,998	318,782
Paper mills	1,896	39,656	33,121	–	26,560
All mills	**11,933**	**852,869**	**258,221**	**471,923**	**414,170**
Canada					
Pulp mills	14,696	142,092	284,262	4,505	181,962
Pulp and paper mills	239,788	1,194,907	354,369	798,180	477,212
Paper mills	13,740	92,874	55,879	70,195	41,506
All mills	**268,224**	**1,429,873**	**694,510**	**872,880**	**700,680**

Table XXII.—Exports of Pulp-wood from Canada in the calendar years 1915-1916-1917-1918 and for each Province by quantities and values.

Provinces	1915.		1916	
	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur
	Cord	$	Cord	$
British Columbia	–	–	118	354
New Brunswick	119,896	770,825	127,730	726,293
Nova Scotia	3,310	24,982	3,735	27,883
Ontario	202,239	1,256,814	149,745	915,025
Quebec	624,269	4,111,492	786,879	5,197,114
Canada	**949,714**	**6,164,113**	**1,068,207**	**6,866,669**

Tableau XXI.—Frais généraux, par genres de fabriques et par provinces ,1918.

Royalties, Use of Patents, etc. — Droits régaliens, usage de brevets, etc.	Advertising Expenses — Dépenses de publicité	Travelling Expenses — Frais de voyage	Ordinary repairs to buildings and machinery — Réparations ordinaires aux bâtiments et à la machinerie	All other sundry expenses — Toutes autres dépenses diverses	Total	Provinces
$	$	$	$	$	$	**Colombie Britannique**
1,211	3,250	9,400	4,112	60,050	215,323	Pulperies.
–	–	–	336,359	1,246,094	2,070,606	Pulperies et papeteries.
–	–	–	–	–	–	Papeteries.
1,211	**3,250**	**9,400**	**340,471**	**1,306,144**	**2,285,929**	**Toutes fabriques.**
						Nouveau-Brunswick
–	200	5,050	137,815	709,861	928,192	Pulperies.
–	–	–	–	–	–	Pulperies et papeteries.
–	–	–	–	–	–	Papeteries.
–	**200**	**5,050**	**137,815**	**709,861**	**928,192**	**Toutes fabriques.**
						Nouvelle-Ecosse
–	100	163	2,423	23,379	41,310	Pulperies.
–	–	–	–	–	–	Pulperies et papeteries.
–	–	–	–	–	–	Papeteries.
–	**100**	**163**	**2,423**	**23,379**	**41,310**	**Toutes fabriques.**
						Ontario
–	6,778	12,266	243,053	42,163	546,292	Pulperies.
–	627	61,256	661,236	649,487	2,198,700	Pulperies et papeteries.
10,374	4,510	8,617	113,907	237,951	568,320	Papeteries.
10,374	**11,915**	**82,139**	**1,038,196**	**929,601**	**3,313,312**	**Toutes fabriques.**
						Québec
469	4,565	79,897	467,253	1,239,008	1,948,866	Pulperies.
127	18,801	143,446	1,016,978	1,353,892	4,283,453	Pulperies et papeteries.
–	21,470	42,083	112,906	346,793	624,485	Papeteries.
596	**44,836**	**265,426**	**1,597,137**	**2,939,693**	**6,856,804**	**Toutes fabriques.**
						Canada
1,680	14,893	106,776	854,656	2,074,461	3,679,983	Pulperies.
127	19,428	204,702	2,014,573	3,249,473	8,552,759	Pulperies et papeteries.
10,374	25,980	50,700	246,813	584,744	1,192,805	Papeteries.
12,181	**60,301**	**362,178**	**3,116,012**	**5,908,678**	**13,425,547**	**Toutes fabriques.**

Tableau XXII.—Exportations de bois de pulpe du Canada dans les années 1915-1916-1917-1918, pour chaque province, par quantités et valeur.

1917		1918		Provinces
Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	
Cord	$	Cord	$	
329	747	436	1,236	Colombie Britannique.
156,255	1,145,967	263,907	2,773,784	Nouveau-Brunswick.
770	5,498	–	–	Nouvelle-Ecosse.
161,652	1,166,316	199,421	1,856,178	Ontario.
698,839	5,603,894	885,772	8,368,586	Québec.
1,017,845	**7,922,422**	**1,349,536**	**12,999,784**	**Canada.**

Table XXIII.—Production, Manufacture and Export of Pulp-wood compared for the calendar years 1916, 1917 and 1918, by Provinces.

Schedule	1916			1917		
	Quantity — Quantité	Value — Valeur	Value per Cord — Valeur par corde	Quantity — Quantité	Value — Valeur	Value per Cord — Valeur par corde
Canada	Cords — Cordes	$	$	Cords — Cordes	$	$
Production	2,833,119	19,971,127	7·05	3,122,188	26,739,905	8·56
Manufacture	1,764,912	13,104,458	7·42	2,104,334	18,817,483	8·94
Export	1,068,207	6,866,669	6·43	1,017,854	7,922,422	7·78
Quebec						
Production	1,711,151	12,037,603	7·03	1,808,708	15,155,326	8·38
Manufacture	924,272	6,840,489	7·40	1,109,869	9,551,432	8·60
Export	786,879	5,197,114	6·60	698,839	5,603,894	8·05
Ontario						
Production	787,357	5,931,450	7·53	897,343	8,596,671	9·58
Manufacture	637,612	5,016,425	7·87	735,691	7,430,355	10·10
Export	149,745	915,025	6·1	161,652	1,166,316	7·21
New Brunswick						
Production	207,324	1,317,998	6·36	261,841	1,879,449	7·18
Manufacture	79,594	591,705	7·43	105,586	733,482	6·95
Export	127,730	726,293	5·69	156,255	1,145,967	7·33
British Columbia						
Production	109,115	580,153	5·32	135,143	969,510	7·17
Manufacture	108,997	579,799	5·32	134,814	968,763	7·19
Export	118	354	3·00	329	747	2·30
Nova Scotia						
Production	18,172	103,923	5·72	19,094	138,949	7·28
Manufacture	14,437	76,040	5·27	18,324	133,451	7·28
Export	3,735	27,883	7·47	770	5,498	7·14

Tableau XXIII.—Production, consommation et exportation de bois de pulpe, comparées, pour les années 1916, 1917 et 1918, par provinces.

1918			Per cent distribution of pulp wood — Pourcentage de répartition			Enumération
Quantity — Quantité	Value — Valeur	Value per Cord — Valeur par corde	1916	1917	1918	
Cords — Cordes	$	$	Cords — Cordes	$	$	**Canada**
3,560,280	37,886,259	10·64	100·0	100·0	100·0	Production.
2,210,744	24,886,475	11·26	62·3	70·4	65·7	Consommation.
1,349,536	12,999,784	9·63	37·7	29·6	34·3	Exportation.
						Québec
1,971,250	19,429,777	9·85	100·0	100·0	100·0	Production.
1,085,478	11,061,191	10·19	54·0	63·0	56·9	Consommation.
885,772	8,368,586	9·45	46·0	37·0	43·1	Exportation.
						Ontàrio
984,112	12,251,895	12·45	100·0	100·0	100·0	Production.
784,691	10,395,717	13·25	81·0	86·4	84·8	Consommation.
199,421	1,856,178	9·31	19·0	13·6	15·2	Exportation.
						Nouveau-Brunswick
374,040	3,694,638	9·88	100·0	100·0	100·0	Production.
110,133	920,854	6·95	38·4	39·0	24·9	Consommation.
263,907	2,773,784	10·51	61·6	61·0	75·1	Exportation.
						Colombie Britannique
219,210	2,436,133	11·11	100·0	100·0	100·0	Production.
218,774	2,434,897	7·19	99·9	99·9	99·9	Consommation.
436	1,236	2·84	0·1	0·1	0·1	Exportation.
						Nouvelle-Ecosse.
11,668	73,816	7·26	100·0	100·0	100·0	Production.
11,668	73,816	7·26	79·4	96·0	100·0	Consommation.
-	-	-	20·6	4·0	-	Exportateur.

Table XXIV.—Exports of Wood-pulp by Countries for the Calendar years 1916, 1917 and 1918.

Tableau XXIV.—Exportation de pulpe de bois par pays, pour les années 1916, 1917 et 1918.

Kinds of pulp and countries to which exported — Espèce de pulpe et pays de destination	1916			1917			1918		
	Quantity — Quantité	Value — Valeur	Average value per ton — Valeur moyenne par tonne	Quantity — Quantité	Value — Valeur	Average value per ton — Valeur moyenne par tonne.	Quantity — Quantité	Value — Valeur	Average value per ton — Valeur moyenne par tonne
	ton	$	$	ton	$	$	ton	$	$
Total wood pulp exported—Total de la pulpe de bois exportée	**558,899**	**17,344,242**	**3·103**	**511,803**	**26,192,906**	**5·117**	**583,911**	**33,359,923**	**57·13**
Mechanical pulp—De fabrication mécanique	329,752	5,649,365	1·713	250,043	7,082,206	2·832	181,061	4,786,044	26·43
Chemical pulp—De fabrication chimique	229,147	11,694,877	5·104	261,760	19,110,700	7·301	402,850	28,573,879	70·93
To United States—Aux Etats-Unis	**466,761**	**14,275,185**	**3·058**	**473,849**	**23,049.292**	**4·864**	**544,188**	**30,156,873**	**55·41**
Mechanical pulp—De fabrication mécanique	270,179	4,741,526	1·755	248,375	7,048,306	2·838	178,409	4,727,717	26·49
Chemical pulp—De fabrication chimique	196,582	9,533,659	4·850	225,474	16,000,985	7·096	365,779	25,429,156	69·52
To United Kingdom—Au Royaume Uni	**51,072**	**2,266,585**	**4·438**	**20,875**	**2,037,017**	**9·758**	**5,102**	**428,049**	**83·90**
Mechanical pulp—De fabrication mécanique	25,955	401,468	1·547	-	-	-	-	-	-
Chemical pulp—De fabrication chimique	25,117	1,865,117	7·426	20,875	2,037,017	9·758	5,102	428,049	83·90
To France—En France	**31,821**	**473,190**	**1·487**	**1,668**	**33,900**	**2·032**	-	-	-
Mechanical pulp—De fabrication mécanique	31,821	473,190	1·487	1,668	33,900	2·032	-	-	-
Chemical pulp—De fabrication chimique	-	-	-	-	-	-	-	-	-
To Japan—Au Japon	**7,039**	**274,485**	**3·899**	**13,762**	**933,350**	**6·782**	**28,547**	**2,474,148**	**86·67**
Mechanical pulp—De fabrication mécanique	-	-	-	-	-	-	-	-	-
Chemical pulp—De fabrication chimique	7,039	274,485	3·899	13,762	933,350	6·782	28,547	2,474,148	86·67
To all other Countries—Aux autres pays	**2,206**	**54,797**	**2·493**	**1,649**	**139,347**	8·450	**6,074**	**300,853**	**49·53**
Mechanical pulp—De fabrication mécanique	1,797	33,181	1·847	-	-	-	2,652	58,327	21·99
Chemical pulp—De fabrication chimique	409	21,616	5·285	1,649	139,347	8·450	3,422	242,526	70·87

Table XXV.—Imports of Wood-pulp for the Calendar years 1916, 1917 end 1918 by Countries.

Tableau XXV.—Importations de pulpe de bois pour les années 1916, 1917 et 1918, par pays.

Countries from which imported—Pays de provenance	1916	1917	1918
	Value — Valeur	Value — Valeur	Value — Valeur
	$	$	$
Total value of imports—Valeur totale des importations	**552,002**	**587,369**	**470,516**
United States—Etats-Unis	552,002	587,369	470,516

Table XXVI.—Exports of Paper, the Produce of Canada for the Calendar years 1916, 1917 and 1918.

Tableau XXVI.—Exportations de papier de fabrication canadienne pendant les années 1916, 1917 et 1918.

Kinds—Espèces	1916		1917		1918	
	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur
		$		$		$
Paper, wall, rolls—Papier à tapisserie, rouleaux	1,120,057	88,201	1,549,504	122,556	2,893,931	268,860
Paper felt and roofing—Papier feutre et à toiture	–	226,136	–	340,227	–	379,988
Paper wrapping, lb.—Papier d'emballage, liv	13,309,900	738,715	22,622,500	1,158,348	26,197,400	1,767,567
Paper printing, cwt.—Papier à imprimer, qtx	10,523,256	21,098,997	11,923,737	32,561,020	12,730,671	37,301,269
Paper, all other, lb.—Tout autre papier, liv	–	1,313,653	–	1,439,781	–	3,233,075
Total	–	**23,465,701**	–	**35,621,932**	–	**42,950,759**

Table XXVII.—Imports of Paper for the Calendar years 1916, 1917 and 1918.

Tableau XXVII.—Importations de papier pendant les années 1916, 1917 et 1918.

Kinds—Espèces	1916		1917		1918	
	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur	Quantity — Quantité	Value — Valeur
		$		$		$
Card board, not pasted or coated—Carton, fin, ni enduit, ni collé	–	143,184	–	184,666	–	269,272
Hanging or wall paper, including borders, rolls of 8 yds.—Papier à tapisserie, y compris bordure, rouleaux de 8 vgs.	2,765,579	241,656	2,134,074	255,518	1,702,544	224,797
Millboard not coated or pasted—Carton de pâte, ni enduit, ni collé	–	64,524	–	92,070	–	119,716
Printing papers, lb.—Papiers à imprimer, liv	4,930,445	346,361	6,386,339	555,165	5,694,196	544,196
Ruled and bordered and coated papers, boxed paper and papeteries—Papier rayé et margé, papier glacé, papier à lettres et papeteries	–	273,098	–	312,583	–	573,622
Straw board, not pasted, or coated, lb.—Carton de paille, ni enduit, ni collé, liv	9,399,025	165,120	9,865,872	257,447	–	284,718
Tarred and other building papers, n.o.p.—Papier goudronné et autres papiers de construction, n.a.e	–	183,373	–	304,684	–	337,073
Wrapping paper, lb.—Papier d'emballage, liv	7,177,287	250,056	4,665,895	246,369	4,937,515	279,916
Paper, all other—Tout autre papier	–	4,580,889	–	5,670,813	–	5,847,188
Total	–	**6,248,261**	–	**7,879,315**	–	**8,480,498**

APPENDIX—APPENDICE.

PULP AND PAPER MILLS IN CANADA, 1918.
FABRIQUES DE PULPE ET DE PAPIER DU CANADA, 1918.

The following is a list of the producing mills in operation during 1918, arranged by provinces, classes of mills and products.

Voici une liste des établissements producteurs, qui étaient en activité en 1918; ils sont classés par provinces, par genres de fabriques et produits.

PULP MILLS—PULPERIES.

Name — Nom	Location — Endroit	Classes of products — Genres de produits
		Pulp — Pulpe
Whalen Pulp and Paper Mills, Ltd	Mill Creek B.C.	Sulphite
Whalen Pulp and Paper Mills, Ltd	Swanson Bay B.C.	Sulphite.
Whalen Pulp and Paper Mills, Ltd	Port Alice B.C.	Sulphite.
Rainy River Pulp and Paper Co	Port Mellon B.C.	Sulphate.
La Have Pulp Co. Ltd	New Germany N.S.	Ground wood.
Clyde River Pulp and Pa(per Co. Ltd	Clyde River N.S.	Ground wood.
G. D. Campbell and Co	Weymouth N.S.	Ground wood.
Medway Pulp and Power Co	Bridgewater N.S.	Ground wood.
MacLeod Pulp Co. Ltd	Liverpool N.S.	Ground Wood.
New Brunswick Sulphate Fibre Co. Ltd	Millerton N.B.	Sulphate.
St. George Pulp and Paper Co. Ltd	St. George N.B.	Ground wood.
Nashwaak Pulp and Paper Co. Ltd	St. John N.B.	Sulphite.
Dominion Pulp Co. Ltd	Chatham N.B.	Sulphite.
Bathurst Lumber Co. Ltd	Bathurst N.B.	Sulphite and Sulphate.
Port Arthur Pulp and Paper Co., Ltd	Port Arthur Ont.	Sulphite.
Mattagami Pulp and Paper Co. Ltd	Smooth Rock Falls Ont.	Sulphite.
The Bronson Co	Ottawa Ont.	Ground wood.
Dryden Pulp and Paper Co. Ltd	Dryden Ont.	Ground wood and Sulphate.
Foley-Rieger Pulp and Paper Co. Ltd	Thorold Ont.	Ground wood.
Thorold Pulp Co. Ltd	Thorold Ont.	Ground wood.
Riordon Pulp and Paper Col Ltd	Merritton Ont.	Sulphite.
Riordon Pulp and Paper Co. Ltd	Hawkesbury Ont.	Sulphite.
Hydro-Electric Power Commission of Ontario	Campbellford Ont.	Ground wood.
Ha Ha Bay Sulphite Co. Ltd	Port Alfred Que.	Sulphite.
Nairn Falls Power and Pulp Co. Ltd	Murray Bay Que.	Ground wood.
Brown Corporation	La Tuque Que.	Sulphate.
Donnacona Paper Co. Ltd	Pont Rouge Que.	Ground wood.
Compagnie de Pulpe de Chicoutimi (St. Lawrence Pulp and Lumber Co.)	Chandler Que.	Sulphite.
Compagnie de Pulpe de Chicoutimi	Val Jalbert Que.	Ground wood.
Compagnie de Pulpe de Chicoutimi	Chicoutimi Que.	Ground wood.
F. F. Soucy	Old Lake Road Que.	Ground wood.
Price Bros. and Co. Ltd. (Price-Porritt)	Rimouski Que.	Ground wood.
Brompton Pulp and Paper Co. Ltd	Bromptonville Que.	Ground wood.
Rivière du Loup Pulp Co. Ltd	Rivière du Loup Que.	Ground wood.
James MacLaren Co. Ltd	Buckingham Que.	Ground wood.
J. C. Wilson and Co. Ltd	St. Jerome Que.	Ground wood.
Gulf Pulp and Paper Co. Ltd	Clarke City Que.	Ground wood.
Lake Megantic Pulp Co	Lake Megantic Que.	Ground wood.

PULP AND PAPER MILLS—PULPERIES ET PAPETERIES.

Name — Nom	Location — Endroit	Classes of Products — Genres de produits	
		Pulp — Pulpe	Paper — Papier
Powell River Co. Ltd.	Powell River B.C.	G.W., Sulphite	N.P., W.P.
Pacific Mills, Ltd.	Ocean Falls B.C.	G.W., Sulphite, Sulphate.	N.P., W.P.
Beaver Co. Ltd.	Thorold Ont.	Ground wood	W.P.B.
Canada Boxboard Co. Ltd.	Frankford Ont.	Ground wood	Straw and other boards.
Spanish River Pulp and Paper Co. Ltd. (Lake Superior Co.).	Sault Ste. Marie Ont.	G.W., Sulphite	N.P., W.P., B.,B.R. and S.P.
Spanish River Pulp and Paper Co. Ltd.	Sturgeon Falls Ont.	G.W., Sulphite	N.P.
Spanish River Pulp and Paper Co. Ltd.	Espanola Ont.	Ground wood	N.P.
The Toronto Paper Mfg. Co. Ltd.	Cornwall Ont.	Sulphite	Bk. and W.P.
Fort Frances Pulp and Paper Co. Ltd.	Fort Frances Ont.	Ground wood	N.P.
Abitibi Power and Paper Co. Ltd.	Iroquois Falls Ont.	G.W., Sulphite	N.P.
Lincoln Paper Mills Co. Ltd.	Merritton Ont.	Sulphite	N.P., W.P.
Provincial Paper Mills Co. Ltd.	Georgetown Ont.	Soda	Bk. and W.P.
J. R. Booth	Ottawa Ont.	G.W., Sulphite	N.P., W.P.B.
Ontario Paper Co. Ltd.	Thorold Ont.	G.W., Sulphite	N.P.
E. B. Eddy Co. Ltd.	Hull Que.	G.W., Sulphite	N.P., Bk. and W.P., W.P., B., Mis. P.
Price Bros. and Co. Ltd.	Jonquières Que.	Ground wood	B., Mis.
St. Maurice Paper Co. Ltd.	Cap Madeleine Que.	G.W., Sulphite and Sulphate.	N.P.
Dominion Paper Co. Ltd.	Kingsey Falls Que.	G.W., Sulphate	N.P., B.R. and S.P.
Belgo-Canadian Pulp and Paper Co. Ltd.	Shawinigan Falls Que.	G.W., Sulphite	N.P.
Canada Paper Co. Ltd. (2 Mills)	Windsor Mills Que.	G. W., Soda	N.P., Bk. and W.P., W.P.
Laurentide Co. Ltd.	Grand Mère Que.	G.W., Sulphite	N.P., B.
Price Bros. and Co. Ltd	Kenogami Que.	G.W., Sulphite	N.P.
Brompton Pulp and Paper Co. Ltd.	East Angus Que.	Sulphate	N.P., W.P., B., Mis. P.
News Pulp and Paper Co. Ltd.	St. Raymond Que.	Ground wood	N.P.
Donnacona Paper Co. Ltd.	Donnacona Que.	Ground wood and Sulphite.	N.P.
Wayagamack Pulp and Paper Co. Ltd.	Three Rivers Que.	Sulphate	W.P.

PAPER MILLS—PAPETERIES.

Name — Nom	Location — Endroit	Classes of Paper — Genres de papier
Jas. Stutt and Sons	West Flamborough Ont.	B.R.S.P.
Provincial Paper Mills Co. Ltd	Thorold Ont.	Bk. and W.P.
Geo. La Monte and Son Ltd	Toronto Ont.	Mis. P.
Don Valley Paper Co. Ltd	Toronto Ont.	Bk. and W.P., W.P., Mis P.
The Strathcona Paper Co	Strathcona Ont.	B.R.S.P.
Kinleith Paper Mills Ltd	St. Catharines Ont.	Bk. and W.P.
Garden City Paper Mills Co. Ltd	St. Catharines Ont.	Toilet and Tissue P.
Garden City Paper Mills Co. Ltd	Merritton Ont.	Toilet and Tissue P.
Ritchie and Ramsay Ltd	New Toronto Ont.	C.P.
Provincial Paper Mills Co. Ltd	Mille Roches Ont.	Bk. and W.P.
Interlake Tissue Mills Ltd	Merritton Ont.	W.P., Toilet and Tissue P., Mis. P.
Provincial Paper Mills Co. Ltd	Georgetown Ont.	C.P.
The Northumberland Paper and Electric Co. Ltd	Campbellford Ont.	B.
Camden Paper Mills Ltd	Newburgh Ont.	W.P.
Lazier Paper Mills Ltd	Belleville Ont.	B.
Miller Bros. Co. Ltd	Sydney Ont.	B.
Canada Boxboard Co. Ltd	Montreal Que.	B.
J. C. Wilson Ltd	Lachute Mills Que.	W.P.
Eastern Paper Co. Ltd	St. Basile Que.	B.R.S.P.
National Paper Co. Ltd	Valleyfield Que.	C.P.
Montreal Paper Co. Ltd	Portneuf Station Que.	B.R.S.P.
The Rolland Paper Co. Ltd	St. Jerome Que.	Bk. and W.P.
The Rolland Paper Co. Ltd.	Mont Rolland Que.	Bk. and W.P.
Rowland Ford and Son	Portneuf Station Que.	B.R.S.P.
J. Ford and Co	Portneuf Que.	N.P., W.P., B., B.R.S.P., Mis. P.
Bird and Son Ltd	Pont Rouge Que.	B.R.S.P.
Alex. McArthur and Co. Ltd	Joliette Que.	N.P., W.P., B.R.S.P., Mis. P.
Howard Smith Paper Mills Ltd. (Crabtree Division)	Crabtree Mills Que.	N.P., Bk.and W.P.,W.P.
Howard Smith Paper Mills Ltd. (Beauharnois Division)	Beauharnois Que.	Bk. & W.P.
J. R. Walker and Co. Ltd	Montreal Que.	B., B.R.S.P.
Samuel Tremblay	Sault à la Puce Que.	B.

Abbreviations used—Abréviations usitées:—

N.P.	Newsprint.
Bk. & W.P.	Book and writing paper.
W. P.	Wrapping paper.
B.	Boards.
W.P.B.	Wood pulp board.
S.B.	Strawboard.
B.R.S.P.	Building, roofing and sheathing paper.
C.P.	Coated paper.
Mis. P.	Miscellaneous products.
G.W.	Ground wood.

CANADA
BUREAU FÉDÉRAL DE LA STATISTIQUE

RECENSEMENT INDUSTRIEL, 1918

PULPE ET PAPIER
1918

(Préparé en collaboration avec la Division Forestière du Dominion,
le ministère des Terres Domaniales de la Nouvelle-Ecosse,
le ministère des Terres et des Mines du Nouveau-
Brunswick, les ministères des Terres et des
Forêts de Québec et le ministère des
Terres de la Colombie
Britannique.)

PUBLIÉ PAR ORDRE DU PARLEMENT

OTTAWA
THOMAS MULVEY
IMPRIMEUR DE SA TRÈS EXCELLENTE MAJESTÉ LE ROI
1920

RECENSEMENT INDUSTRIEL, 1918.

PULPE ET PAPIER.

Préface.

Les statistiques de l'industrie de la pulpe et du papier réunies dans ce rapport ont été recueillies et compilées en 1919; elles se rapportent à l'année terminée le 31 décembre 1918. Nous adressons nos remerciements aux fonctionnaires du ministère des Terres Domaniales de la Nouvelle-Ecosse, du ministère des Terres et Mines du Nouveau-Brunswick, du ministère des Terres et des Forêts de Québec, du ministère des Terres de la Colombie Britannique et à l'Association canadienne de la Pulpe et du Papier, qui nous ont aidé à préparer la liste préliminaire des industriels de cette catégorie et dont le personnel a facilité les opérations du recensement.

Ce rapport a été préparé en collaboration, par le Bureau Fédéral de la Statistique et la Division Forestière, du ministère de l'Intérieur. Le travail de compilation a été fait au Bureau Fédéral de la Statistique, sous la direction de M. J. C. Macpherson; la vérification des chiffres et la rédaction du rapport sont l'œuvre de M. R. G. Lewis, de la Division Forestière.

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Ottawa, Janvier 1920.

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L'INDUSTRIE DE LA PULPE ET DU PAPIER, EN 1918.

Introduction et résumé.

La comparaison des statistiques de l'année civile 1918 avec celles de l'année 1917, telle qu'elle résulte du présent rapport, témoigne de la continuation des progrès de l'industrie de la pulpe et du papier au Canada.

En 1917 il y avait 83 fabriques de pulpe et de papier en exploitation, dont la production atteignait $96,340,327. En 1918 le nombre des pulperies et des papeteries s'est élevé à 94 et la valeur de leur production à $119,309,434, soit une augmentation de 11 fabriques, égale à 13·25 p. c . et un accroissement de production de $22,969,107, ou 23·84 p.c.

Il a été consommé en 1918 2,210,744 cordes de bois à pulpe contre 2,104,334 cordes en 1917, soit 5 p.c. de plus au cours de l'année. La coupe du bois à pulpe tant pour la consommation que pour l'exportation, qui était en 1917 de 3,122,188 cordes est montée à 3,560,280 cordes en 1918. Le bois abattu pour l'exportation, évalué à 1,017,854 cordes en 1917 formait un volume de 1,349,536 cordes en 1918, soit une augmentation de 331,682 ou 32·50 p.c.

Les capitaux engagés dans l'industrie de la pulpe et du papier en 1917 et 1918 sont indiqués dans le tableau suivant:

Répartition des capitaux	1917	1918	Augmentation	
			Montant	Pourcentage
	$	$	$	p.c.
Terrains, bâtiments et agencement	84,461,837	118,805,581	34,343,744	40·66
Machinerie et outillage	59,266,596	60,627,266	1,360,670	2·29
Matières premières et produits en stock, etc	27,902,466	39,652,078	11,749,612	42·11
Caisse et comptes courants	15,156,506	22,259,779	7,103,273	46·86
Totaux	**186,787,405**	**241,344,704**	**54,557,299**	**29·21**

Le recensement de 1917 indique une augmentation de ces capitaux de 39·6 p.c. soit une moyenne annuelle de 19·8 p.c. au cours de la période 1915–17. En 1918 cette augmentation fut de 29·21 p.c. soit une progression de presque 10 points sur la moyenne des années précédentes.

Les appointements et salaires payés aux employés et ouvriers de cette industrie, passaient de $20,358,019 en 1917 à $26,974,225 en 1918, en augmentation de $6,616,206 ou 32·5 p.c. Le nombre des commis et employés s'est élevé de 1,563 en 1917 à 1,929 en 1918, accroissement de 23·41 p.c. Le nombre moyen des ouvriers et journaliers, établi à 21,402 en 1917 a été porté à 23,934 en 1918, augmentation de 11·83 p.c.

Ordre adopté.—Les statistiques du présent rapport traitent successivement des différentes phases de l'industrie, c'est-à-dire la production des matières premières, les capitaux, la machinerie et la force motrice, le personnel, les appointements et salaires, la durée des opérations, les frais généraux et les exportations et importations.

Dans les opérations de compilation, les différents établissements consacrés à cette industrie ont été classés en trois catégories, savoir: (1) ceux qui fabriquent la pulpe exclusivement, appelés pulperies; (2) ceux qui fabriquent tout à la fois la pulpe et le papier, que nous désignerons sous le nom de pulperies-papeteries; et (3) ceux qui ne fabriquent que du papier, connus sous le nom de papeteries.

Dans les tableaux qui vont suivre, les statistiques sont données séparément, d'abord pour chacun de ces groupes, puis pour l'ensemble, sous le vocable «toutes fabriques».

Production.

Les tableaux introductifs du rapport (tableaux I et II) sont consacrés respectivement à la production de la pulpe de bois et du papier.

Pulpe.—En 1918 la production de pâte de bois pour l'ensemble des fabriques canadiennes, a atteint 1,557,193 tonnes, au lieu de 1,464,308 tonnes en 1917 et 1,296,084 tonnes en 1916. Tandis que 820,584 tonnes de la production de 1918 étaient transformées en papier dans les établissements producteurs eux-mêmes, 736,609 tonnes étaient destinées à la vente. Cette vente a rapporté $41,302,882, soit un prix moyen par tonne, pout toutes espèces de pulpe, de $56.07. La quantité et la valeur de chaque sorte de pulpe fabriquée pour la vente, ainsi que sa valeur moyenne par tonne, prise à la fabrique, sont indiquées dans le tableau suivant:

Sortes de pulpe fabriquée pour la vente	Quantité	Valeur	Prix moyen par tonne
	Tonnes	$	$
Fibre mécanique	273,180	7,133,711	26.11
Fibre au sulfite	318,882	22,464,063	70.44
Fibre au sulfate	144,547	11,705,108	80·98
Totaux	**736,609**	**41,302,882**	**56.07**

On trouve aussi dans le tableau I, sous l'entête «Produits divers» une somme de $1,305,639, qui représente le bois scié et certains sous-produits de l'industrie.

Papier.—Le tableau II traite de la production du papier de tous genres, par quantités et valeur, pour chaque catégorie de fabriques. L'état résumé qui suit donne le volume, la valeur absolue et la valeur par tonne de chaque espèce de papier et aussi le pourcentage respectif de chacune de ces espèces, par rapport à la production totale.

Sortes de papier	Tonnes	Valeur	Valeur moyenne par tonne	Pourcentage du volume	Pourcentage de la valeur totale
		$	$	p.c.	p.c.
Papier de journal	734,783	46,230,814	62.91	75·93	63·22
Papier à écrire et à imprimer les livres	48,150	10,732,807	222.90	4·97	14·68
Papier d'emballage	61,180	7,341,372	119·99	6·32	10·04
Cartons	87,749	5,551,409	63·26	9·07	7·59
Autres produits du papier	35,862	3,267,142	91,10	3·71	4·47
Tous autres produits (valeur seulement)	–	3,577,369	–	–	
Totaux	**967,724**	**76,700,913**	–	**100·00**	**100·00**

Le papier de journal qui, en 1917, représentait 80·8 p.c. du volume total et 62·4 p.c. de la valeur totale, est descendu en 1918 à 75·93 p.c. du volume, mais sa valeur ayant haussé, elle comporte 63·22 p.c. de la valeur totale. Le papier à écrire et à imprimer les livres qui constituait 5·6 p.c. du volume et

14·9 de la valeur en 1917 est descendu à 4·97 p.c. du volume et constitue encore 14·68 de la valeur. Les autres sortes présentent des augmentations sur 1917, tant en quantité qu'en valeur, les pourcentages en 1918 étant les suivants: le papier d'emballage qui absorbait en 1917 5·9 p.c. du tonnage total et 9·1 p.c. de la valeur totale est monté en 1918 à 6·32 p.c. du volume et 10·4 p.c. de la valeur; le carton, dont la part en 1917 représentait 6·3 p.c. du volume et 5·7 p.c. de la valeur est passé en 1918 à 9·07 p.c. du volume et 7·59 p.c. de la valeur; les autres produits du papier qui figuraient en 1917 pour 1·3 p.c. du volume et 2·4 p.c. de la valeur réclament en 1918 3·71 p.c. du volume et 4·47 p.c. de la valeur.

La valeur moyenne d'une tonne de papier de journal qui était de $56.35 en 1917 est devenue $62.91 en 1918, avançant ainsi de $6.56 par tonne ou 11.64 p.c., le papier à écrire et à imprimer les livres qui se vendait $193.40 la tonne en 1917 était coté $222.90 la tonne en 1918, soit une augmentation de $29.50 par tonne ou 15·25 p c.; le papier d'emballage valant $112.12 la tonne en 1917 s'est vendu $119.99 en 1918, augmentation de $7.87 par tonne ou 7·02 p.c. D'autre part le carton a subi un déclin, tombant de $65.50 la tonne en 1917 à $63.26 la tonne en 1918, soit une diminution par tonne de $2.24 ou 3·42 p.c.; les autres papiers sont également en baisse ayant descendu de $132.06 la tonne en 1917 à $91.11 par tonne en 1918, diminution de $40.95 par tonne ou 31 p.c.

Le classement des papeteries, par genres de production, nous indique que 23 d'entre elles fabriquent du papier à journal, 16 autres du papier à écrire et à imprimer les livres, 16 autres du papier d'emballage; 13 produisent du carton et enfin 18 des papiers autres que ceux déjà énumérés.

Le tableau suivant donne le détail de la production du papier dans les provinces, par volume et par valeur.

	Colombie Britannique	Ontario	Québec	Canada
Papier de journal.................................–tonnes	113,142	325,023	296,618	734,783
–valeur	7,576,711	20,673,268	17,980,835	46,230,814
Papier à écrire et à imprimer les livres..............–tonnes	–	30,989	17,161	48,150
–valeur	–	6,319,007	4,413,800	10,732,807
Papier d'emballage.................................- tonnes	–	12,388	39,418	61,180
–valeur	1,244,504	1,330,316	4,766,552	7,341,372
Cartons.. tonnes	–	51,922	35,827	87,749
–valeur	–	2,810,527	2,740,882	5,551,409
Autres produits du papier...........................–tonnes	–	4,906	30,956	35,862
–valeur	–	735,840	2,531,302	3,267,142
Tous autres produits (valeur seulement).	442,990	1,399,811	1,734,568	3,577,369
Totaux (volume du papier)..............	**1,322,516**	**425,228**	**419.980**	**967,724**
" (valeur, tous produits)......	**9,264,205**	**33,268,769**	**34,167,939**	**76,900,913**

Matières premières.

Matières premières servant à la fabrication de la pulpe de bois.—Les tableaux III, IV, V, VI et VII sont entièrement consacrés au bois que l'on transforme en pulpe et qui forme la principale matière première de ce produit, et le tableau VIII s'occupe des matières premières d'ordre secondaire, employées concurremment avec le bois dans la fabrication de la pulpe chimique. La consommation de bois à pulpe de toutes les fabriques productrices de pulpe, sans distinction entre le bois acheté et celui coupé sur les terres leur appartenant ou affermées par elles, atteignait en 1918 à 2,210,744 cordes valant $24,886,475, au lieu de 2,104,334 cordes valant $18,817,483 en 1917. Le prix moyen par corde qui était de $8.94 en 1917 est monté à $11.26 en 1918, s'étant accru de 25·83 p.c. sur l'année précédente.

L'ordre d'importance des cinq provinces n'a pas varié, Québec continuant à tenir la tête avec 1,085,478 cordes, Ontario occupant le second rang avec

784,891 cordes, la Colombie Britannique arrivant troisième avec 218,774 cordes, le Nouveau-Brunswick quatrième avec 110,133 cordes et la Nouvelle-Ecosse cinquième avec 11,668 cordes. Dans chaque province, on constate une augmentation de la consommation de bois à pulpe, sauf dans la Nouvelle-Ecosse où il y eut une diminution de 6,706 cordes.

Entre les diverses essences d'arbres servant à cet usage l'épinette blanche continue à occuper le premier rang, avec 1,638,703 cordes représentant 74·13 p.c. de toutes les essences employées. Viennent ensuite, le sapin baumier avec 447,243 cordes ou 20·23 p.c., la pruche avec 89,007 cordes ou 4·3 p.c., le pin gris avec 25,851 cordes ou 1·16 p.c., le peuplier avec 9,885 cordes ou ·45 p.c., et toutes autres essences avec 25 cordes. On constate une légère décroissance dans la quantité d'épinette blanche et de pruche sur 1917; au contraire toutes les autres essences présentent des augmentations.

Dans le tableau IV est relatée la consommation respective de ces différentes essences de bois, par pulperies. 57 pulperies emploient l'épinette blanche, 35 consomment le sapin baumier, la pruche est broyée dans 7 pulperies, le peuplier dans 8 et le pin gris dans les deux dernières.

Pour la première fois dans l'histoire de cette industrie, la quantité de bois employée à la fabrication de pulpe au sulfite excède celle de la pâte de bois, les chiffres de 1918 étant respectivement 1,044,697 cordes et 873,084 cordes. Les différents procédés de la fabrication de la pulpe en 1918 se partageaient la production dans la proportion suivante: pulpe mécanique ou pâte de bois 39·50 p.c., fibre au sulfite 47·01 p.c., fibre au sulfate 13·14 p.c., et fibre à la soude 35 p.c. soit un total de 60·50 p.c. pour les procédés chimiques contre 39·50 pour le procédé mécanique. L'augmentation du volume du bois servant à la fabrication de la pulpe chimique ne correspond pas à l'accroissement de la production de ce genre de pulpe. Le tableau VIII qui indique le nombre moyen de livres de pulpe que produit une corde de bois, selon le procédé de fabrication usité, nous donne un aperçu de la consommation de bois pour les procédés chimiques au cours des années 1917 et 1918.

Année	Livres de pulpe produites par corde de bois			
	Soude liv.	Sulfate liv.	Sulfite liv.	Pâte de bois liv.
1917	930	1,105	1,053	2,043
1918	980	1,133	1,037	2,039

La quantité de pulpe produite par corde de bois dans les provinces varie considérablement dans chacun des procédés. La Colombie Britannique détient le record de la production de pulpe par le broyage mécanique, sa moyenne étant 2,485 livres par cordes; Québec vient en second lieu avec 2,078 livres, Ontario troisième avec 1,917 livres, le Nouveau-Brunswick quatrième avec 1,893 livres et la Nouvelle-Ecosse cinquième avec 1,825 livres. Dans la fabrication au sulfite la Colombie Britannique tient encore la tête ,avec une moyenne de production de 1,059 livres par corde, suivie par le Nouveau-Brunswick avec 1,046 livres, Québec avec 1,042 livres et Ontario avec 1,002 livres. Dans le procédé au sulfate Ontario arrive en tête avec 1,176 livres par corde, la Colombie Britannique seconde avec 1,163 livres par corde, Québec troisième avec 1,145 livres et le Nouveau-Brunswick quatrième avec 1,050 livres. Ontario et Québec sont les seules provinces produisant la pulpe à la soude, la production par corde étant 1,000 livres et 961 livres respectivement.

La valeur du bois employé dans les différents procédés s'est élevée de $8.94 en 1917 à $11.26 en 1918, soit une augmentation de $2.32 par corde ou 26 p.c.

Le bois transformé en pâte par le procédé mécanique, qui valait $8.07 en 1917 a atteint $11.40 en 1918, soit une augmentation de 41 p.c. La hausse est moins considérable dans le procédé au sulfite qui n'emploie que les bois les meilleurs, les cours étant $10.18 par corde en 1917 et $11.64 en 1918, augmentation d'environ 14·5 p.c. Le bois traité par le procédé au sulfate a passé de $8.10 par corde en 1917 à $9.41 par corde en 1918, augmentation de 16·2 p.c. Dans le procédé à la soude, le bois qui valait $10.07 par corde en 1917 s'est haussé à $11.23 par corde en 1918 soit près de 11·5 p.c. en sus.

La valeur de toutes les autres matières premières utilisées dans la fabrication de la pulpe de bois est donnée dans le tableau VIII et représente $4,938,667, tandis qu'en 1917, ces produits n'avaient coûté que $1,602,212. Le total ci-dessus, pour 1918, se décompose ainsi: Soufre 58,950 tonnes, évaluées à $1,830,319; pierre calcaire et chaux 127,014 tonnes évaluées à $729,793; sulfate de soude 20,495 tonnes évaluées à $522,423; carbonate de soude 3,708 tonnes évaluées à $159,430; chlorure 3,061 tonnes évaluées à $140,287 et enfin toutes autres matières premières diverses dont les quantités n'ont pas été spécifiées, évaluées ensemble à $1,556,415.

Matières premières employées à la fabrication du papier.—Le tableau X est consacré aux matières premières employées à la fabrication du papier, soit à l'état brut ou partiellement ouvrées; il nous en fait connaître la quantité et la valeur par provinces et par catégories de fabriques. Nous résumons dans le tableau ci-dessous les chiffres de 1918 pour l'ensemble de la Puissance, concernant les principales matières premières.

Nomenclature	Quantité	Prix coûtant à la fabrique
Pâte de bois	679,395	14,215,895
Fibre au sulfite	242,685	13,665,361
Fibre au sulfate	35,587	2,260,443
Fibre au soude	4,775	397,621
Autre fibre chimique	2,419	219,654
Chiffons	20,138	1,412,367
Vieux papiers ou rognures de papier	46,350	1,320,338
Tous autres papiers	8,764	634,149
Carbonate de soude	968	47,280
Alun	8,382	375,366
Argile	9,212	217,922
Toutes autres matières premières (valeur seulement)	-	2,782,940
Coût total des matières premières	-	**37,549,336**

Ces matières premières qui en 1917, avaient une valeur de $28,617,334 valaient en 1918 $37,549,336, soit une augmentation de $8,932,002 ou 31·2 p.c.

Consommation de combustible.—Le tableau XI, consacré au combustible, indique la quantité et la valeur des différentes sortes de combustible consommé dans les différentes catégories de fabriques au cours de l'année terminée le 31 décembre 1918. La totalité du coût du combustible consommé par cette industrie s'élève à $10,191,084, dans laquelle somme la houille bitumineuse entre pour $9,151,522, soit environ 90 p.c. de la totalité. Dans l'état qui suit, on verra les différentes sortes du combustible consommé dans la Puissance, selon son origine.

Sortes de combustible	De provenance canadienne		De provenance étrangère	
	Quantité	Valeur	Quantité	Valeur
		$		$
Houille bitumineuse, menue.... ton.	11,388	84,832	212,938	1,650,681
Houille bitumineuse, en morceaux.... "	2,972	30,711	255,960	1,880,239
Houille bitumineuse, tout venant.... "	128,979	1,981,579	399,362	3,523,480
Houille anthracite, poussier.... "	–	–	12,174	90,000
Houille anthracite, en morceaux.... "	–	–	162	1,762
Lignite.... "	788	7,410	17	190
Coke.... "	–	–	36	676
Gazoline.... gal.	91,451	22,002	–	–
Pétrole.... "	1,820	373	13,947,600	519,390
Bois.... cordes	53,296	356,573	–	–
Tous autres combustibles....	–	17,914	–	23,182
Coût total du combustible....	–	**2,501,394**	–	**7,689,690**

Moyens de production — (1) Capital, machinerie, force motrice.

Les tableaux XII à XVI de ce rapport sont consacrés aux moyens de production d'une nature fixe, ci-dessus mentionnés.

Capital.—Dans le tableau XII on voit le capital réparti sous quatre rubriques distinctes (*a*) terrains, bâtiments, agencement, (*b*) machinerie et outillage, (*c*) matières premières en mains, stocks en voie de fabrication, produits ouvrés en magasin, combustible et approvisionnements divers et (*d*) fonds de roulement, caisse et comptes courants. Les mêmes statistiques sont également présentées par provinces et par catégories de fabriques; nous en donnons ci-dessous le résumé pour la Puissance:—

	Papeteries	Pulperies	Pulperies-papeteries-	Toutes fabriques
	$	$	$	$
Terrains, bâtiments, agencement....	4,379,659	37,230,737	77,195,185	118,805,581
Machinerie et outillage....	3,965,298	18,098,279	38,563,689	60,627,266
Matières premières en main, stocks en voie de fabrication, produits ouvrés, etc....	2,276,540	8,955,808	28,419,730	39,652,078
Caisse et comptes courants....	1,899,268	7,423,399	12,937,112	22,259,779
Totaux....	**12,520,765**	**71,708,223**	**157,115,716**	**241,344,704**

POURCENTAGES

Terrains, bâtiments, agencement....	34·98	51·92	49·13	49·23
Machinerie et outillage....	31·67	25·24	24·55	25·12
Matières premières en main, stocks en voie de fabrication, produits ouvrés, etc....	18·18	12·49	18·09	16·43
Caisse et comptes courants....	15·17	10·35	8·23	9·22
	100·00	100·00	100·00	100·00

La répartition de ces capitaux par provinces, pour chaque catégorie de fabriques, s'opérait en 1918 de la manière suivante:

Provinces	Papeteries	Pulperies	Papeteries-pulperies	Toutes fabriques
	$	$	$	$
Colombie Britannique	-	17,413,569	25,292,419	42,705,988
Ontario	5,341,192	21,198,866	62,036,749	88,576,807
Québec	7,179,573	24,490,175	69,786,548	101,456,296
Nouveau-Brunswick	-	7,852,225	-	7,852,225
Nouvelle-Ecosse	-	753,388	-	753,388
Totaux pour le Canada	**12,520,765**	**71,708,223**	**157,115,716**	**241,344,704**

Les établissements fabriquant tout à la fois la pulpe et le papier absorbent le plus grand pourcentage du capital, soit 65·10 p.c. du total; les pulperies viennent ensuite avec 29·71 p.c. et les papeteries en dernier lieu avec 5·19 p.c. Dans chaque province on constate une augmentation sur 1917 dans le montant des capitaux. Dans la Colombie Britannique ils ont été portés de $22,584,652 en 1917 à $42,705,988 en 1918, en augmentation de 90 p.c.; dans Ontario ils sont montés de $72,006,972 en 1917 à $88,576,807 en 1918, soit environ 23 p.c.; Québec les a vu s'accroître de $84,609,584 en 1917 à $101,456,296 en 1918, soit d'environ 30 p.c.; au Nouveau-Brunswick le chiffre de 1917 était $7,136,277, tandis que celui de 1918 atteint $7,852,225, soit une augmentation de 10 p.c.; enfin en Nouvelle-Ecosse, de $449,920 en 1917 ils se sont élevés à $753,388 en 1918, accroissement supérieur à 67 p.c. La moyenne du capital servant à l'exploitation des 30 fabriques de papier est de $417,359; la même moyenne s'élève à $1,887,058 dans les 38 pulperies, tandis que dans les 26 fabriques de pulpe et de papier combinées elle atteint $6,042,912.

Machinerie des pulperies—Le tableau XIII relate, par provinces et par catégories de fabriques, la machinerie servant à la fabrication de la pulpe mécanique ou pâte de bois. La capacité totale des fabriques de pâte de bois dans la Puissance était en 1918 de 1,146,154 tonnes (à l'état sec), dont 620,784 tonnes ou 54·16 p.c. se trouvaient dans la province de Québec, 382,270 tonnes ou 33·35 p.c. dans Ontario, 103,600 tonnes ou 9·04 p.c. en Colombie Britannique, 31,500 tonnes ou 2·75 p.c. en Nouvelle-Ecosse et enfin 8,000 tonnes ou 70 p.c. au Nouveau-Brunswick.

Au cours de l'année la production effective de pulpe de bois dans la Puissance fut de 879,510 tonnes ou 76·74 p.c. de la production potentielle. La province de Québec a produit 493,520 tonnes ou 79·50 p.c. du maximum possible; Ontario 277,922 tonnes ou 72·70 p.c.; La Colombie Britannique 91,588 tonnes ou 88·40 p.c.; le Nouveau-Brunswick 6,463 tonnes ou 80·80 p.c. et la Nouvelle-Ecosse 10,017 tonnes ou 31·80 p.c.

Le tableau XIV concerne la machinerie des fabriques produisant la pulpe par différents procédés. La pulpe au sulfite occupe le premier rang dans la Puissance, avec une capacité potentielle annuelle de 613,477 tonnes et une production effective de 484,322 tonnes ou 80 p.c. du maximum réalisable. Le procédé au sulfate tient le second rang avec une capacité potentielle annuelle de 191,620 tonnes et une production réelle de 179,600 tonnes, représentant environ 94 p.c., et le procédé à la soude vient en dernier lieu avec une capacité potentielle annuelle de 5,600 tonnes et une production effective de 3,761 tonnes ou 67 p.c.

Machinerie des papeteries.—La machinerie constituant l'agencement des papeteries figure au tableau XV, tant pour le Canada que pour les provinces. La capacité potentielle annuelle de toutes les papeteries sans exception, dans la Puissance, était 1,019,534 tonnes et la production effective de la même année fut 967,724 tonnes, ou environ 95 p.c. du maximum possible. · La province d'Ontario se place au premier rang avec une capacité potentielle annuelle de 456,672 tonnes et une production effective de 425,228 tonnes, dépassant 93 p.c. du maximum réalisable. Québec vient ensuite avec une capacité potentielle annuelle de 424,862 tonnes et une production effective de 419,980 tonnes, soit près de 98 p.c. du maximum, puis la Colombie Britannique qui possède une capacité potentielle annuelle de 138,000 tonnes et dont la production a donné 122,536 tonnes, approchant de 89 p.c. du maximum. Il résulte de ces chiffres que la marge entre le maximum possible et la production réelle est de 5 p.c. pour la Puissance, de 7 p.c. dans Ontario, 2 p.c. dans Québec et 11 p.c. dans la Colombie Britannique.

Force motrice employée.—Les différentes sortes de force motrice employée dans l'industrie, soit produite par elle, soit achetée, sont mentionnées dans le tableau XVI, par provinces et par catégories de fabriques. En 1918, pour toute la Puissance, la nombre total des machines motrices atteignait 4,001 susceptibles de développer 664,097 chevaux-vapeur, dont 546,198 étaient effectivement utilisés. Les roues hydrauliques ou turbines représentaient 382 unités pouvant fournir 360,858 chevaux-vapeur, dont 300,965 chevaux-vapeur effectivement utilisés. Les moteurs électriques possédés ou loués étaient au nombre de 2,946; leur force combinée était de 183,384 chevaux-vapeur, dont 137,183 chevaux-vapeur effectivement utilisés; les machines à vapeur formaient 269 unités d'une force totale de 56,660 chevaux-vapeur, dont 47,362 chevaux-vapeur effectivement utilisés; il y avait aussi 9 moteurs à gazoline pouvant donner 82 chevaux-vapeur, entièrement utilisés. Enfin d'autres machines motrices non spécifiées étaient au nombre de 18, possédant une force totale de 3,100 chevaux-vapeur, dont 2,375 chevaux-vapeur effectivement utilisés.

Sur la totalité de la force effectivement utilisée 64·57 p.c. se trouve dans les pulperies-papeteries; 34·86 p.c. dans les pulperies et 4·57 p.c. dans les papeteries. En examinant ces chiffres par provinces, on trouve que Québec a consommé 51·40 p.c. de la force motrice effectivement utilisée, Ontario 32·22 p.c., la Colombie Britannique 12·23 p.c., le Nouveau-Brunswick 2·48 p.c. et la Nouvelle-Ecosse 1·67 p.c.

Moyens de production — (2) Personnel, traitements, appointements et salaires, et durée des opérations.

Toutes les données relatives au travail sont concentrées dans les tableaux XVII à XX.

Personnel, traitements, appointements et salaires.—Le tableau XVII traite du personnel d'exploitation; il nous indique le nombre de personnes des deux sexes que fait travailler cette industrie, soit comme employés, soit comme main-d'œuvre et le chiffre de leur rémunération, tant en traitements et appointements qu'en salaires. Nous donnons ci-dessous un état comparatif du nombre du personnel classifié et des traitements, appointements et salaires payés, durant les années 1917 et 1918.

		Hommes	Femmes	Traitements, appointements et salaires	Pourcentages d'augmentation	
					Personnel	Traitem. appointem. et salaires
		Nombre	Nombre	$	p.c.	p.c.
Administrateurs, directeurs et gérants	1917	384	5	1,280,191		
	1918	462	2	1,807,468	19·28	41·19
Commis, sténographes et autres employés de bureau	1917	961	213	1,288,821	24·70	46·50
	1918	1,164	301	1,888,151		
Ouvriers et journaliers, nombre moyen	1917	20,730	672	17,789,007	11·83	30·86
	1918	23,086	848	23,278,606		
Totaux	**1917**	**22,075**	**890**	**20,358,019**		
	1918	**24,712**	**1,151**	**26,974,225**	**12·62**	**32·50**

On constate par le résumé ci-dessus que le personnel employé par cette industrie a augmenté de 12·62 p.c.; tandis que sa rémunération s'est élevée de 32·50 p.c. Dans la classe des administrateurs, directeurs et gérants, le nombre des personnes présente une augmentation de 19·28 p.c. et les chiffres des traitements une augmentation de 41·19 p.c. Dans la classe des commis sténographes, etc., le nombre du personnel s'est accru de 24·70 p.c. et leurs appointements de 46·50 p.c. Dans la classe ouvrière l'augmentation fut de 11·83 p.c. quant au nombre, et de 30·86 p.c. quant aux salaires. Il y eut donc une augmentation notable du nombre du personnel de toutes classes, mais la rémunération de ses services s'est accrue dans une progression encore plus considérable.

En jetant un coup d'œil sur l'état ci-dessous, on établira une comparaison facile de la moyenne des traitements, appointements et salaires du personnel pendant les années 1917 et 1918.

	1917	1918	Augmentation	
			Montant	Pourcentage
	$	$	$	p.c.
Administrateurs, directeurs et gérants	3,291	3,895	604	18·35
Commis, sténographes, etc	1,098	1,289	191	17·39
Ouvriers et journaliers	831	972	141	16·97

On remarquera que la moyenne des traitements des administrateurs, directeurs et gérants qui était de $3,291 en 1917 a été portée à $3,895 en 1918, soit une augmentation de $604 dans l'année ou 18·35 p.c.; les appointements des commis, sténographes, etc., sont passés de $1,098 en 1917 à $1,289 en 1918, soit une augmentation de $191 par personne ou 17·39 p.c. La moyenne des salaires des ouvriers et journaliers, établie à $831 en 1917 est portée à $972, en 1918, soit une augmentation de $141 par personne et par an ou 16·97 p.c.

Dans le tableau XVIII se trouve l'indication du nombre des ouvriers occupés pendant chaque mois de l'année dans les différentes fabriques. Les mois de plus grande actitivé dans les pulperies furent ceux de juin à septembre, et ceux de morte-saison furent décembre, janvier, février et mars. Dans les pulperies-papeteries, la première période se place de janvier à août, la seconde de décembre à mars. Les papeteries emploient le plus grand nombre d'ouvriers en décembre et le minimum en janvier; il y a très peu de variations dans tous les autres mois, sensiblement égaux à la moyenne.

Le tableau XIX, consacré à la rémunération de la classe ouvrière nous fait connaître la moyenne de ses gains hebdomadaires; nous en donnons ci-après un résumé. Sur la totalité des 21,699 ouvriers et journaliers vivant de cette industrie en 1917, il y en avait 1,546 ou 7·1 p.c. qui gagnaient moins de $10 par semaine, tandis qu'en 1918, le nombre de ceux recevant moins de $10 par semaine est descendu à 1,173 ou 5 p.c. Ceux qui gagnaient entre $10 et $15 par semaine étaient au nombre de 6,999 en 1917 soit 32·2 p.c. au lieu de 3,062 en 1918 ou 13·1 p.c. Ceux qui reçoivent hebdomadairement entre $15 et $20 se chiffraient par 8,130 en 1917 ou 37·5 p.c., en 1918 il y en avait 7,499 ou 32·2 p.c. Ceux dont le gain se plaçait entre $20 et $25 par semaine étaient au nombre de 3,119 en 1917 ou 14·4 p.c. mais en 1918, ce nombre s'est élevé à 6,318 personnes, soit 27·1 p.c. Enfin ceux dont le salaire est supérieur à

$25 par semaine n'étaient que 1,905 ou 8·8 p.c. en 1917, mais ils sont au nombre de 5·259 en 1918, représentant 32·6 p.c. de la totalité.

	1918					1917				
	Au-dessus de 16 ans		Au-dessous de 16 ans		Total	Au-dessus de 16 ans		Au-dessous de 16 ans		Total
	Hommes	Femmes	Garçons	Filles		Hommes	Femmes	Garçons	Filles	
Au-dessous de $4	5	4	16	8	33	38	8	2	–	48
$4 mais moins de $5	3	16	5	12	36	24	17	3	6	50
$5 mais moins de $6	3	5	10	16	34	44	84	3	10	141
$6 mais moins de $7	39	65	21	8	133	72	141	14	13	240
$7 mais moins de $8	87	87	21	29	224	114	112	17	2	245
$8 mais moins de $9	122	210	13	16	361	122	95	3		220
$9 mais moins de $10	216	111	22	3	352	477	108	17	–	602
$10 mais moins de $12	371	148	23	–	542	1,331	50	8	1	1,390
$12 mais moins de $15	2,402	102	16	–	2,520	5,595	14	–	–	5,609
$15 mais moins de $20	7,420	22	55	2	7,499	8,117	6	7	–	8,130
$20 mais moins de $25	6,038	9	1	–	6,318	3,119	–	–	–	3,119
$25 et plus	5,258	1	–	–	5,259	1,904	1	–	–	1,905
Totaux	**22,234**	**780**	**203**	**94**	**23,311**	**20,957**	**636**	**74**	**32**	**21,699**

La moyenne des salaires hebdomadaires de tous les ouvriers sans distinction d'âge ni de sexe était de $15.76 en 1917 et de $19.20 en 1918, soit une augmentation égale à 21·83 p.c.

Le tableau XX donne la moyenne de la durée du travail dans chaque catégorie de fabriques et nous indique pendant combien de temps elles ont fonctionné (*a*) en travaillant tout le jour (*b*) pendant trois-quarts de journée (*c*) pendant une demi-journée (*d*) pendant moins d'une demi-journée et enfin (*e*) pendant combien de jours elles ont cessé leur travail. Ce sont les pulperies-papeteries qui ont fourni la plus grande somme de travail, c'est-à-dire 290·8 jours entiers puis se placent les papeteries avec 257·5 jours et les pulperies avec 245·7 jours, soit une moyenne pour les trois catégories de fabriques de 264·7 jours. Les pulperies tiennent la tête au point de vue de la durée du travail par jour et par semaine avec 11·2 et 70·3 heures respectivement; elles sont suivies par les papeteries avec 10·1 et 62·9 heures; dans les pulperies-papeteries on a travaillé 9·3 et 55·3 heures respectivement. La perte de temps résultant de l'arrêt des fabriques a été la plus considérable dans les pulperies avec 44·9 jours; les papeteries venant ensuite avec 37·8 jours et enfin les pulperies-papeteries avec 8·8 jours.

Frais généraux de production.

Ces données, par catégories de fabriques et par provinces, figurent au tableau XXI; elles se décomposent ainsi: loyer de bureaux, usines, fabriques et machinerie $268,224; achat de force motrice $1,429,873; assurance $694,510; taxes (de guerre, sur les bénéfices, etc.) $872,880; taxes (provinciales, municipales, etc.) $700,680; droits régaliens, usage de brevets, etc. $12,181; dépenses de publicité $60,301; frais de voyages $362,178; réparations ordinaires aux bâtiments et à la machinerie $3,116,042 et tous autres frais généraux $5,908,678, formant un total pour la puissance de $13,425,547.

Les frais généraux non classifiés constituent la dépense la plus importante, représentant 44 p.c. de la totalité, les réparations aux bâtiments et à la machinerie 23·2 p.c., l'achat de force motrice 10·7 p.c., les taxes 11·7 p.c., l'assurance 5·2 p.c. et le surplus environ 5·2 p.c.

Importations et exportations.

Les tableaux numérotés XXII, XXIII, XIV, XXV, XXVI et XXVII de ce rapport sont consacrés aux statistiques des importations et des exportations du bois de pulpe, de la pâte de bois et du papier pendant les années civiles 1916, 1917 et 1918.

Bois à pulpe.—Dans le tableau XXII nous voyons les exportations du bois à pulpe, par provinces, pour les années 1915, 1916, 1917 et 1918. En comparant cette dernière année aux deux précédentes, on constate une augmentation considérable des exportations du bois à pulpe, tant au point de vue de son volume que de sa valeur. En 1917 on avait signalé une diminution de 50,362 cordes ou 4·95 p.c. sur les chiffres de 1916, tandis qu'en 1918 il s'est produit une augmentation de 331,691 cordes ou environ 32·58 p.c. La valeur moyenne par corde du bois à pulpe exporté était de $6.43 en 1916, $7.78 en 1917 et $9.63 en 1918. Le Canada n'a pas importé de bois à pulpe.

Dans le tableau XXIII on peut voir, placés en regard, les chiffres de la production, de la consommation et de l'exportation du bois à pulpe, par provinces, aux fins de comparaison. On observe une augmentation graduelle d'année en année, de la quantité produite et du volume de la consommation, tandis que le volume des exportations subit des fluctuations.

En 1918 les exportations de la province de Québec absorbent plus de 60 p.c. de la totalité du volume, celles du Nouveau-Brunswick près de 20 p.c. et celles d'Ontario un peu moins de 15 p.c.

Pulpe de bois.—Les tableaux XXIV et XXV nous renseignent sur les exportations et importations de pulpe de bois par sortes et par pays de destination, dans les années 1916, 1917 et 1918. A peu près 93·20 p.c. de la quantité totale exportée en 1918 est allée aux Etats-Uuis, 4·89 p.c. au Japon, 1·04 p.c. dans d'autres pays et ·87 p.c. au Royaume-Uni. En considérant les sortes de pulpe exportées, la pulpe chimique représente 69 p.c. de la totalité et la pulpe mécanique 31 p.c. En 1918 les Etats-Unis ont absorbé près de 98 p.c. de nos exportations de pulpe mécanique et près de 90 p.c. de nos exportations de pulpe chimique.

Les importations de pulpe de bois au Canada en 1916, 1917 et 1918 font l'objet du tableau XXV. Toutes la pulpe importée est venue des Etats-Unis. Comparée à l'année précédente sa valeur en 1918 a décru de $116,853, soit près de 20 p.c.

Papier.—Les exportations et importations de papier et sa fabrication, par différentes sortes, pendant les années 1916, 1917 et 1918 figurent dans les tableaux XXVI et XXVII. Les exportations de papier (tableau XXVII) présentent des augmentations dans chaque sorte de papier, le papier à imprimer ou papier à journal représentant à lui seul $37,301,269, soit plus de 87 p.c. du total des exportations, qui ont atteint $42,950,959. L'augmentation sur l'année 1917 fut de $7,328,827, ou approximativement 20 p.c. Les statistiques des importations en 1916, 1917 et 1918 sont indiquées dans le tableau XXVII. La valeur des papiers importés augmente annuellement, mais à un degré moindre que celle des exportations. En l'année 1917 l'augmentation des exportations était approximativement 52 p.c. et celle des importations 26 p.c., tandis qu'en 1918 les augmentations furent 20 p.c. dans les exportations et 7·6 p.c. dans les importations.

ANNUAL REPORT

OF THE

DEPARTMENT

OF

IMMIGRATION AND COLONIZATION

FOR THE

FISCAL YEAR ENDED MARCH 31, 1919

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

[No. 18—1919.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc.,
Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to lay before Your Excellency the report of the transactions of the Department of Immigration and Colonization for the fiscal year ended March 31, 1918.

Respectfully submitted,

J. A. CALDER,
Minister of Immigration and Colonization.

OTTAWA, February 2, 1920.

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REPORT

OF THE

DEPARTMENT OF IMMIGRATION AND COLONIZATION

1918-19

This is the second Annual Report of the Department.

During more than eight months of the year actual hostilities in the great world war continued, and as the strain and stress in consequence increased with its duration, it is a matter of no surprise that immigration decreased in comparison with that of the preceding year.

The following is a comparative statement of immigrant arrivals from 1881 onward:—

IMMIGRATION TO CANADA.

Period.	From British Isles	From United States.	From other Countries.	Totals.
Calendar year 1881	17,033	21,822	9,136	47,991
" 1882	41,283	58,372	12,803	112,458
" 1883	45,439	78,508	9,677	133,624
" 1884	31,787	65,886	6,151	103,824
" 1885	18,591	57,506	3,072	79,169
" 1886	23,507	40,650	4,995	69,152
" 1887	31,104	41,046	12,376	84,536
" 1888	30,852	44,952	12,962	88,766
" 1889	19,384	67,896	4,320	91,600
" 1890	21,793	50,336	2,938	75,067
" 1891	22,042	52,516	7,607	82,165
" 1892	22,636		8,360	30,996
" 1893	20,071		9,562	29,633
" 1894	16,004		4,825	20,829
" 1895	14,956		3,834	18,790
" 1896	12,384		4,451	16,835
" 1897	11,383	2,412	7,921	21,716
" 1898	11,173	9,119	11,608	31,900
" 1899	10,660	11,945	21,938	44,543
Six months ended June 30, 1900	5,141	8,543	10,211	23,895
Fiscal year ended June 30, 1901	11,810	17,987	19,352	49,149
" " 1902	17,259	26,388	23,732	67,379
" " 1903	41,792	49,473	37,099	128,364
" " 1904	50,374	45,171	34,786	130,331
" " 1905	65,359	43,543	37,364	146,266
" " 1906	86,796	57,796	44,472	189,064
Nine months ended March 31, 1907	55,791	34,659	34,217	124,667
Fiscal year ended March 31, 1908	120,182	58,312	83,975	262,469
" " 1909	52,901	59,832	34,175	146,908
" " 1910	59,790	103,798	45,206	208,794
" " 1911	123,013	121,451	66,620	311,084
" " 1912	138,121	133,710	82,406	354,237
" " 1913	150,542	139,009	112,881	402,432
" " 1914	142,622	107,530	134,726	384,878
" " 1915	43,276	59,779	41,734	144,789
" " 1916	8,664	36,937	2,936	48,537
" " 1917	8,282	61,389	5,703	75,374
" " 1918	3,178	71,314	4,582	79,074
" " 1919	9,914	40,715	7,073	57,702

BRITISH IMMIGRATION.

During the year, there were 9,914 immigrant arrivals in Canada from the United Kingdom, as compared with 3,178 in the previous year.

CONTINENTAL IMMIGRATION.

An increase from 4,582 to 7,073 in arrivals from continental countries during the last fiscal year as compared with that of the preceding year is shown.

AMERICAN IMMIGRATION.

There is a marked decrease in the number of immigrant arrivals from the United States; during last fiscal year, there were 40,715 arrivals as against 71,314 in 1917-18; this represents a falling off to the extent of 43 per cent.

IMMIGRATION INSPECTION.

Reports will be included dealing with immigration inspection. During the year a careful survey of the department was made by Commissioners appointed therefor, and as a result of this survey about 100 employees were retired from the service as filling positions no longer necessary. A number of immigration halls were closed, which were found to have outlived their usefulness. As a further result of the report of the Commissioners the work of the department in Canada has been placed under three Commissioners. The Eastern District includes all the territory east of longitude 87 west. The Western District includes all territory east of longitude 116·15 west and west of longitude 87 west. The Pacific District includes all territory west of longitude 116·15 west. Reports of the three Commissioners will be found herewith.

It is gratifying to note that there has been no relaxation in the enforcement of regulations pertaining to the admission and rejection of passengers along the international boundary.

JUVENILE IMMIGRATION.

The immigration of British children, unaccompanied by parents or guardians, occupies a distinct and important place in the work of the department, a separate report on this interesting subject will be included.

During the year a Publicity Bureau has been added to the department with a Director of Publicity at Ottawa, and a Director, Bureau of Publicity and Information at Winnipeg.

Beginning with July, 1917, the department became interested in the return to Canada from the United Kingdom of the dependents of Canadian soldiers. Between that date and the date of the armistice (November 11, 1918), slightly over 17,000 dependents returned to Canada. Many of these had to be landed at New York and accompanied by officers of the department, from New York to points in Canada. In January, 1919, it was decided to repatriate at public expense the wives and minor children of Canadian soldiers. During the first few weeks following the signing of the armistice the work of arranging passage in the United Kingdom was attended to by the Overseas Military Authorities, but beginning the latter part of January, 1919, this work was returned to the control of the department. Dependents who sailed on or after November 11, 1918, were supplied with free third-class rail and ocean transportation. In order to provide for dependents better safeguards and comforts than usually accompany third-class travel, the department arranged for conductors and conductresses on the ships, and conductors on the special trains from Canadian ocean ports to destination in Canada. In additon to this the Department of Militia and Defence provided medical officers, and the Canadian Red Cross provided nurses to travel on trains in Canada. The special trains carrying dependents were equipped with mattresses, blankets, and pillows without charge to the dependents. The number of dependents who sailed between the date of the armistice and the end of the fiscal year was 9,466, and it is estimated that from 30,000 to 35,000 still remain to be brought back.

The return of soldiers and dependents has produced serious congestion in ocean transport, and this condition is likely to continue for the best part of another year. Already there are signs of a revival of immigration from European countries, and in connection with this there are numerous problems which will require most careful consideration. Some attention has already been given to a more advanced policy in the selection of our future immigration. The movement itself, however, is not likely to be noticeable for another twelve months.

W. W. CORY,
Acting Deputy Minister.

REPORT OF THE ASSISTANT DEPUTY MINISTER, W. D. SCOTT.

SUMMARY FOR THE FISCAL YEAR, 1918-19.

Per ocean travel—			
St. John		7,034	
Vancouver		3,478	
Victoria		2,238	
Halifax		1,606	
North Sydney		513	
Quebec		287	
New York	1,808		
Portland	21		
Boston	2		
		1,831	
			16,987
From the United States			40,715
Total			57,702

COMPARATIVE STATEMENT.—Immigration to Canada, via Ocean Ports, by months, for the Fiscal Year, 1918-19, compared with that of the Fiscal Year, 1917-18.

	1917–18.				1918–19.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	271	171	89	531	249	395	169	813
May	348	239	160	747	327	220	160	707
June	236	262	101	599	371	166	81	618
July	227	249	144	620	375	236	138	749
August	208	270	145	623	542	227	136	905
September	159	377	176	712	272	213	141	626
October	280	329	205	814	459	496	287	1,242
November	138	164	118	420	700	432	267	1,399
December	265	401	221	887	512	473	225	1,210
January	216	99	59	374	716	1,261	571	2,548
February	207	59	26	292	762	893	320	1,975
March	224	621	296	1,141	826	2,267	1,102	4,195
Totals	2,779	3,241	1,740	7,760	6,111	7,279	3,597	16,987

COMPARATIVE STATEMENT.—Immigration from the United States to Canada, by months, for the Fiscal Year, 1918-19, compared with that of the Fiscal Year, 1917-18.

—	1917–18.				1918–19.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	10,283	2,138	1,988	14,409	3,086	1,530	1,694	6,310
May	6,788	2,031	1,677	10,496	2,261	1,265	1,028	4,554
June	3,842	1,694	1,265	6,801	1,453	1,118	706	3,277
July	3,001	1,281	887	5,169	1,180	951	588	2,719
August	3,512	1,235	968	5,715	1,820	939	851	3,610
September	3,431	1,095	851	5,377	1,281	872	682	2,835
October	2,837	1,180	1,055	5,072	832	735	627	2,194
November	2,597	917	855	4,369	723	584	489	1,796
December	2,043	690	500	3,233	1,021	649	556	2,226
January	1,691	474	321	2,486	1,152	548	385	2,085
February	1,361	497	391	2,249	1,367	675	599	2,641
March	3,332	1,302	1,304	5,938	3,555	1,449	1,464	6,468
Totals	44,718	14,534	12,062	71,314	19,731	11,315	9,669	40,715

Comparative Statement.—Total Immigration to Canada, by months, for the Fiscal Year, 1918-19, compared with that of the Fiscal Year, 1917-18.

	1917–18.				1918–19.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	10,554	2,309	2,077	14,940	3,335	1,925	1,863	7,123
May	7,136	2,270	1,837	11,243	2,588	1,485	1,188	5,261
June	4,078	1,956	1,366	7,400	1,824	1,284	787	3,895
July	3,228	1,530	1,031	5,789	1,555	1,187	726	3,468
August	3,720	1,505	1,113	6,338	2,362	1,166	987	4,515
September	3,590	1,472	1,027	6,089	1,553	1,085	823	3,461
October	3,117	1,509	1,260	5,886	1,291	1,231	914	3,436
November	2,735	1,081	973	4,789	1,423	1,016	756	3,195
December	2,308	1,091	721	4,120	1,533	1,122	781	3,436
January	1,907	573	380	2,860	1,868	1,809	956	4,633
February	1,568	556	417	2,541	2,129	1,568	919	4,616
March	3,556	1,923	1,600	7,079	4,381	3,716	2,566	10,663
Totals	47,497	17,775	13,802	79,074	25,842	18,594	13,266	57,702

Comparative Statement.—Total Immigration to Canada, by Ports, for the Fiscal Year, 1918-19, compared with that of the Fiscal Year, 1917-18.

	1917–18.				1918–19.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
St. John	243	490	276	1,009	601	4,400	2,033	7,034
Vancouver	497	96	71	664	3,157	149	172	3,478
Victoria	709	391	87	1,187	1,586	533	119	2,238
Halifax	70	821	452	1,343	130	954	522	1,606
North Sydney	453	450	256	1,159	119	229	165	513
Quebec	173	379	225	777	97	110	80	287
United States ports (New York, Portland and Boston)	634	614	373	1,621	421	904	506	1,831
From the United States	44,718	14,534	12,062	71,314	19,731	11,315	9,669	40,715
Totals	47,497	17,775	13,802	79,074	25,842	18,594	13,266	57,702

Sex, Occupation and Destination of Total Immigrant Arrivals in Canada for the Fiscal Year ended March 31, 1919.

Description.	Via Ocean Ports.	From the United States	Totals.
Sex—			
Males	6,111	19,731	25,842
Females	7,279	11,315	18,594
Children	3,597	9,669	13,266
Totals	16,987	40,715	57,702
Trade or Occupation—			
Farmers and Farm Labourers—			
Males	583	9,553	10,136
Females	255	3,413	3,668
Children	141	4,780	4,921
General Labourers—			
Males	797	2,648	3,445
Females	110	734	844
Children	60	535	595
Mechanics—			
Males	334	3,778	4,112
Females	265	1,205	1,470
Children	153	1,120	1,273
Clerks, Traders, etc.—			
Males	457	1,078	1,535
Females	155	640	795
Children	35	254	289
Miners—			
Males	15	273	288
Females	15	53	68
Children	18	48	66
Female servants	508	1,188	1,696
Not classified—			
Males	3,925	2,401	6,326
Females	5,971	4,082	10,053
Children	3,190	2,932	6,122
Destination—			
Maritime Provinces	1,325	2,535	3,860
Quebec	1,566	5,206	6,772
Ontario	4,988	8,838	13,826
Manitoba	1,141	3,721	4,862
Saskatchewan	1,126	7,426	8,552
Alberta	1,275	10,365	11,640
British Columbia	5,565	2,525	8,090
Yukon Territory	1	99	100

Comparative Statement.—Total Immigration to Canada, by Nationalities, for the Fiscal Year 1918-19, compared with that of the Fiscal Year 1917-18, showing Increase or Decrease of each Nationality.

——	1917-18.	1918-19.	Increase.	Decrease.
English	2,477	7,954	5,477	....
Irish	174	336	162	....
Scotch	473	1,518	1,045	....
Welsh	54	106	52	....
Total British	3,178	9,914	6,736	....
African, South	4	....	....	4
Australian	34	35	1	....
Galician	....	2	2	....
Belgian	19	48	29	....
Bermudian	10	1	....	9
Chinese	769	4,333	3,564	....
Cuban	1	....	....	1
Dutch	94	59	....	35
French	114	222	108	....
German	1	1	....	....
Greek	45	4	....	41
Hebrew—				
Hebrew, N.E.S	2	15	13	....
" Russian	30	7	....	23
Italian	189	49	....	140
Jamaican	24	2	....	22
Japanese	883	1,178	295	....
Maltese	144	2	....	142
Mexican	1	3	2	....
Negro	35	22	....	13
Newfoundland	1,199	512	....	687
New Zealand	13	15	2	....
Persian	2	2	....	....
Polish—				
Polish, N.E.S	....	3	3	....
" Russian	....	1	1	....
Portuguese	1	....	....	1
Russian—				
Russian, N.E.S	42	42	....	....
Finnish	113	2	....	111
Scandinavian—				
Danish	74	44	....	30
Icelandic	3	12	9	....
Norwegian	235	91	....	144
Swedish	156	101	....	55
Serbian	....	1	1	....
Spanish	28	12	....	16
Swiss	12	11	....	1
Turkish—				
Armenian	2	....	....	2
Syrian	2	....	....	2
U. S. A. Citizens, via ocean ports	28	21	....	7
West Indian	273	220	....	53
Total Continental, etc	4,582	7,073	2,491	....
From the United States	71,314	40,715	....	30,599
Total immigration	79,074	57,702	....	21,372

ARRIVALS AT OCEAN PORTS.

During the fiscal year 1918-19, there arrived, via Canadian and United States ocean ports, 73,062 passengers of whom 17,305 travelled saloon, and 55,757 steerage. Of the saloon passengers, 13,873 were destined to Canada and 3,432 to the United States. Of the steerage passengers, 51,823 were for Canada and 3,934 for the United States. Included in the steerage passengers for Canada were 23,036 returned Canadians and 11,800 tourists, leaving the immigration proper at 16,987 souls, which together with the 40,715 settlers from the United States, brings the total immigration to 57,702, a decrease, as compared with that of the preceding fiscal year, of 21,372 persons.

The following further statistical information will be of interest: table I deals with the total arrivals of saloon passengers; table II with the total arrivals of steerage passengers; table III with the monthly arrivals of immigrants for Canada; and tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.—Nationality and Sex of Saloon Passengers arriving at Ocean Ports during the Fiscal Year ended March 31, 1919.

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	1
Algerian	.....	.....	.....	.....	1	.....	.....	1	1	.....	.....	1
Australian	1	6	4	11	39	35	8	82	40	41	12	93
Argentinian	.....	.....	.....	.....	1	.....	.....	1	1	.....	.....	1
Austrian	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	1
Belgian	5	5	1	11	4	1	.....	5	9	6	1	16
Bermudian	1	2	4	7	2	2	3	7	3	4	7	14
Chilian	.....	.....	.....	.....	1	.....	.....	1	1	.....	.....	1
Chinese	35	4	9	48	.....	.....	.....	.....	35	4	9	48
Cuban	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	1
Dutch	2	3	.....	5	12	2	2	16	14	5	2	21
French	6	16	3	25	12	9	2	23	18	25	5	48
German	.....	.....	.....	.....	1	1	1	3	1	1	1	3
Great Britain and Ireland—												
English	125	637	300	1,062	231	114	42	387	356	751	342	1,449
Irish	10	43	11	64	17	10	4	31	27	53	15	95
Scotch	28	105	46	179	41	22	2	65	69	127	48	244
Welsh	2	6	.....	8	2	2	.....	4	4	8	.....	12
Greek	1	.....	.....	1	5	1	.....	6	6	1	.....	7
Hawaiian	.....	.....	.....	.....	3	1	.....	4	3	1	.....	4
Hebrew—												
Hebrew, N.E.S	5	2	1	8	3	.....	.....	3	8	2	1	11
" Russian	.....	.....	.....	.....	2	.....	.....	2	2	.....	.....	2
Hindoo	.....	.....	.....	.....	3	1	.....	4	3	1	.....	4
Italian	3	.....	.....	3	9	1	.....	10	12	1	.....	13
Jamaican	7	13	.....	20	.....	.....	.....	.....	7	13	.....	20
Japanese	1	1	.....	2	43	6	.....	49	44	7	.....	51
Mexican	.....	.....	.....	.....	1	1	.....	2	1	1	.....	2
Negro	9	35	2	46	4	29	4	37	13	64	6	83
Newfoundland	129	241	117	487	305	379	86	770	434	620	203	1,257
New Zealand	.....	.....	.....	.....	13	10	1	24	13	10	1	24
Persian	.....	.....	.....	.....	1	.....	.....	1	1	.....	.....	1
Polish—												
Polish, N.E.S	.....	.....	.....	.....	1	2	.....	3	1	2	.....	3
" Russian	.....	.....	.....	.....	4	.....	.....	4	4	.....	.....	4
Portuguese	4	1	.....	5	5	.....	.....	5	9	1	.....	10
Roumanian	.....	.....	.....	.....	2	.....	.....	2	2	.....	.....	2
Russian	6	1	2	9	61	24	14	99	67	25	16	108
Scandinavian—												
Danish	2	.....	.....	2	8	2	.....	10	10	2	.....	12
Icelandic	.....	3	.....	3	2	.....	.....	2	2	3	.....	5
Norwegian	7	2	.....	9	25	5	1	31	32	7	1	40
Swedish	2	1	.....	3	7	3	1	11	9	4	1	14
Spanish	2	1	1	4	15	6	8	29	17	7	9	33
Swiss	.....	2	.....	2	3	2	.....	5	3	4	.....	7
Turkish—												
Turkish, N.E.S	.....	.....	.....	.....	1	.....	.....	1	1	.....	.....	1
Armenian	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1
Syrian	1	2	1	4	10	1	1	12	11	3	2	16
U. S. A. Citizens	16	13	3	32	849	558	191	1,598	865	571	194	1,630
West Indian	20	43	10	73	2	5	1	8	22	48	11	81
Returned Canadian	2,520	2,148	906	5,574	.....	.....	.....	.....	2,520	2,148	906	5,574
Tourist	3,602	1,959	604	6,165	48	21	2	71	3,650	1,980	606	6,236
Totals	6,553	5,295	2,025	13,873	1,799	1,259	374	3,432	8,352	6,554	2,399	17,305

TABLE II.—Nationality and Sex of Steerage Passengers arriving at Ocean Ports during the Fiscal Year ended March 31, 1919.

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	10	18	7	35	44	33	13	90	54	51	20	125
Austro-Hungarian—												
Bohemian	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	1
Galician	1	1	.....	2	.....	.....	.....	.....	1	1	.....	2
Belgian	18	23	7	48	18	2	1	21	36	25	8	69
Bermudian	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1
Brazilian	.....	.....	.....	.....	1	.....	.....	1	1	.....	.....	1
Chinese	4,095	63	175	4,333	.....	.....	.....	.....	4,095	63	175	4,333
Dutch	16	28	15	59	10	.....	.....	10	26	28	15	69
French	92	108	22	222	2	2	2	6	94	110	24	228
German	1	.....	.....	1	6	.....	.....	6	7	.....	.....	7
Great Britain and Ireland—												
English	591	4,957	2,406	7,954	223	161	49	433	814	5,118	2,455	8,387
Irish	40	188	108	336	38	26	6	70	78	214	114	406
Scotch	183	841	494	1,518	70	59	17	146	253	900	511	1,664
Welsh	15	63	28	106	4	3	3	10	19	66	31	116
Greek	2	2	.....	4	1	.....	.....	1	3	2	.....	5
Hawaiian	.....	.....	.....	.....	7	2	2	11	7	2	2	11
Hebrew—												
Hebrew, N.E.S	2	7	6	15	.....	2	4	6	2	9	10	21
" Russian	5	2	.....	7	12	16	15	43	17	18	15	50
Hindoo	.....	.....	.....	.....	1	.....	.....	1	1	.....	.....	1
Italian	8	25	16	49	4	1	.....	5	12	26	16	54
Jamaican	2	.....	.....	2	.....	.....	.....	.....	2	.....	.....	2
Japanese	584	530	64	1,178	25	11	.....	36	609	541	64	1,214
Maltese	2	.....	.....	2	.....	.....	.....	.....	2	.....	.....	2
Mexican	1	1	1	3	1	.....	.....	1	2	1	1	4
Negro	10	12	.....	22	11	24	2	37	21	36	2	59
Newfoundland	118	230	164	512	257	142	54	453	375	372	218	965
New Zealand	2	11	2	15	20	9	5	34	22	20	7	49
Persian	2	.....	.....	2	.....	.....	.....	.....	2	.....	.....	2
Polish—												
Polish, N.E.S	2	1	.....	3	1	.....	.....	1	3	1	.....	4
" Russian	.....	1	.....	1	2	.....	.....	2	2	1	.....	3
Portuguese	.....	.....	.....	.....	86	77	159	322	86	77	159	322
Russian—												
Russian, N.E.S	16	10	16	42	65	90	123	278	81	100	139	320
Finnish	2	.....	.....	2	9	.....	.....	9	11	.....	.....	11
Scandinavian—												
Danish	25	10	9	44	14	3	3	20	39	13	12	64
Icelandic	7	3	2	12	1	.....	.....	1	8	3	2	13
Norwegian	30	46	15	91	37	2	2	41	67	48	17	132
Swedish	30	45	26	101	22	4	.....	26	52	49	26	127
Serbian	1	.....	.....	1	.....	2	2	4	1	2	2	5
Spanish	11	1	.....	12	142	80	187	409	153	81	187	421
Swiss	6	5	.....	11	3	.....	.....	3	9	5	.....	14
Turkish—												
Armenian	.....	.....	.....	.....	6	3	7	16	6	3	7	16
U. S. A. Citizens	9	6	6	21	488	199	100	787	497	205	106	808
West Indian	171	41	8	220	8	15	5	28	179	56	13	248
Total immigration	6,111	7,279	3,597	16,987	1,639	969	761	3,369	7,750	8,248	4,358	20,356
Returned Canadian	14,268	5,054	3,714	23,036	.....	.....	.....	.....	14,268	5,054	3,714	23,036
Tourist	10,595	900	305	11,800	485	33	47	565	11,080	933	352	12,365
Totals	30,974	13,233	7,616	51,823	2,124	1,002	808	3,934	33,098	14,235	8,424	55,757

TABLE III.—Monthly arrivals of Immigrants for Canada, by Nationalities, at Ocean Ports, for the Fiscal Year ended March 31, 1919.

	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals
Australian	1	4		8	2				11	5	3	1	35
Galician			2										2
Belgian	4	4	2	2	3	3	6		2	3	4	15	48
Bermudian										1			1
Chinese	135	190	222	247	410	211	316	544	395	601	633	429	4,333
Dutch			7	4	18		15			6	1	8	59
French	19	20	26	3	17	9	14	8	5	17	24	60	222
German										1			1
Great Britain and Ireland—													
English	349	197	147	247	166	253	492	495	493	1,515	1,012	2,588	7,954
Irish	25	11	4	1	2	4	19	27	19	60	25	139	336
Scotch	50	52	5	55	27	21	100	73	117	217	123	678	1,518
Welsh	6	9	1	2	4	4	5	5	5	18	10	37	106
Greek	1	2							1				4
Hebrew—													
Hebrew, N.E.S				1			5	8			1		15
" Russian						1		1		2		3	7
Italian	17	12			9		1	4		1		5	49
Jamaican				2									2
Japanese	134	127	141	113	114	22	91	81	56	38	90	171	1,178
Maltese	2												2
Mexican												3	3
Negro	1	7	1	4	1		3	3		1		1	22
Newfoundland	33	49	31	39	80	46	81	51	50	25	14	13	512
New Zealand		2		6		4			1		2		15
Persian												2	2
Polish—													
Polish, N.E.S.										2	1		3
" Russian											1		1
Russian—													
Russian, N.E.S	12	3	6	3	1	1		7		2		7	42
Finnish	1					1							2
Scandinavian—													
Danish	3	5	1			2	5	4	1	1	12	10	44
Icelandic				4	4				2	1		1	12
Norwegian	7	2	6		10	18	2	9	8	9	10	10	91
Swedish	2	10	4		13	5	37	4	8	4	4	10	101
Serbian	1												1
Spanish	7			1		1	1				1	1	12
Swiss	1			1	3	1		3				2	11
U.S.A. Citizens	2				1		2	1	1	9	4	1	21
West Indian		1	12	6	20	19	47	71	35	9			220
Totals	813	707	618	749	905	626	1,242	1,399	1,210	2,548	1,975	4,195	16,987

TABLE IV.—Monthly Arrivals of Immigrants for Canada, by Occupation and Destination, at Ocean Ports, for the Fiscal Year ended March 31, 1919.

	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals
Agiculturists..........	62	58	48	43	69	22	80	47	40	80	140	290	979
General labourers.....	65	121	85	82	69	52	106	109	72	32	94	80	967
Mechanics............	36	63	43	58	42	15	58	71	45	92	81	148	752
Clerks, traders, etc...	56	56	35	38	54	44	49	74	40	53	75	73	647
Miners...............	.....	.....	8	5	1	5	1	1	......	......	3	24	48
Female servants......	21	31	17	23	27	13	37	32	31	34	31	211	508
Not classified........	573	378	382	500	643	475	911	1,065	982	2,257	1,551	3,369	13,086
Totals..........	813	707	618	749	905	626	1,242	1,399	1,210	2,548	1,975	4,195	16,987
Maritime Provinces...	64	59	48	53	80	92	122	150	141	182	114	220	1,325
Quebec...............	90	131	76	87	65	92	112	96	99	158	159	401	1,566
Ontario..............	226	138	88	192	145	209	399	273	400	866	527	1,525	4,988
Manitoba.............	53	47	29	45	32	23	72	60	64	186	111	419	1,141
Saskatchewan........	57	39	34	36	35	48	90	75	67	173	119	353	1,126
Alberta..............	51	39	29	39	43	60	72	120	73	185	165	399	1,275
British Columbia.....	272	254	314	296	505	102	375	625	366	798	780	878	5,565
Yukon Territory.....	.....	.....	.....	1	.....	.....	......	......	......	......	......	......	1
Totals..........	813	707	618	749	905	626	1,242	1,399	1,210	2,548	1,975	4,195	16,987

TABLE V.—Nationality, Sex, Occupation and Destination of Immigrant Arrivals

—	Sex.				Trade or								
					Farmers and Farm Labourers.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Australian	10	18	7	35	4	4	4	2	....	....	....	....	....
Galician	1	1	......	2	....	....	....	....	....	....	1	1	....
Belgian	18	23	7	48	2	1	3	3	....	....	4	....	....
Bermudian	1	......	......	1	....	....	....	1	....	....	....	....	....
Chinese	4,095	63	175	4,333	56	....	....	260	....	....	....	....	....
Dutch	16	28	15	59	9	5	2	3	3	6	2	1	2
French	92	108	22	222	12	6	2	12	6	3	34	17	3
German	1	......	......	1	1	....	....	....	....	....	....	....	....
Great Britain and Ireland—													
English	591	4,957	2,406	7,954	161	139	79	49	27	22	146	166	93
Irish	40	188	108	336	8	7	3	10	2	5	5	7	3
Scotch	183	841	494	1,518	41	20	19	12	8	10	56	40	40
Welsh	15	63	28	106	6	3	....	....	....	....	3	....	....
Greek	2	2	......	4	....	....	....	1	....	....	....	....	....
Hebrew—													
Hebrew, N.E.S.	2	7	6	15	....	....	....	1	....	....	....	4	3
" Russian	5	2	......	7	....	....	....	....	....	....	2	1	....
Italian	8	25	16	49	2	2	2	3	1	3	1	2	....
Jamaican	2	......	......	2	....	....	....	....	....	....	....	....	....
Japanese	584	530	64	1,178	217	43	3	208	59	3	17	2	....
Maltese	2	......	......	2	....	....	....	2	....	....	....	....	....
Mexican	1	1	1	3	....	....	....	....	....	....	....	....	....
Negro	10	12	......	22	....	....	....	6	....	....	4	1	....
Newfoundland	118	230	164	512	....	....	....	69	3	7	15	5	6
New Zealand	2	11	2	15	....	....	....	....	....	....	1	3	....
Persian	2	......	......	2	....	....	....	....	....	....	....	....	....
Polish—													
Polish, N.E.S.	2	1	......	3	....	....	....	....	....	....	1	....	....
" Russian	......	1	......	1	....	....	....	....	....	....	....	....	....
Russian—													
Russian, N.E.S.	16	10	16	42	2	3	2	6	....	....	2	....	....
Finnish	2	......	......	2	1	....	....	....	....	....	....	....	....
Scandinavian—													
Danish	25	10	9	44	19	5	7	3	....	....	1	....	....
Icelandic	7	3	2	12	3	2	2	....	....	....	1	....	....
Norwegian	30	46	15	91	10	5	5	9	1	....	2	....	1
Swedish	30	45	26	101	20	10	8	4	....	....	3	3	....
Serbian	1	......	......	1	....	....	....	....	....	....	....	....	....
Spanish	11	1	......	12	1	....	....	3	....	....	5	....	....
Swiss	6	5	......	11	2	....	....	....	....	....	....	....	....
U. S. A. Citizens	9	5	6	21	2	....	....	....	....	....	....	....	....
West Indian	171	41	8	220	4	....	....	130	....	1	28	12	2
Totals	6,111	7,279	3,597	16,987	583	255	141	797	110	60	334	265	153

for Canada, at Ocean Ports, for the Fiscal Year ended March 31, 1919.

Occupation.										Destination.							
Clerks, Traders, etc.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon Territory.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
...	2	...	...	...	...	3	4	9	3	1	...	5	1	1	8	19	...
...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
1	1	...	...	...	...	1	8	20	4	1	25	7	3	9	1	2	...
...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
343	1	3	...	...	...	...	3436	62	172	40	411	768	61	144	94	2,815	...
1	...	...	...	...	...	...	1	19	5	...	1	10	3	9	32	4	...
11	4	1	...	...	...	11	23	64	13	22	104	23	22	27	13	11	...
...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
43	95	16	6	4	6	204	186	4,322	2,190	564	675	3,319	756	668	838	1,133	1
3	2	4	...	1	...	21	14	148	93	12	31	131	35	38	42	47	...
13	34	8	5	8	7	101	56	630	410	71	170	502	199	152	147	277	...
1	1	1	...	...	...	9	5	50	27	4	15	39	7	11	16	14	...
...	...	...	...	...	...	...	1	2	...	...	3	1	...	...	...	...	...
1	...	...	...	...	...	...	...	3	3	...	1	...	9	2	3	...	...
...	...	...	...	...	...	...	3	1	...	...	1	1	...	...	...	5	...
1	3	...	...	...	...	5	1	12	11	4	11	32	...	1	...	1	...
...	...	...	...	...	...	...	2	...	...	...	...	2	...	...	...	...	...
33	7	1	2	1	3	6	107	412	54	...	...	3	2	5	31	1,137	...
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
...	...	...	...	...	...	...	1	1	1	...	...	3	...	...	...	...	...
...	...	...	...	...	...	10	...	1	...	2	11	9	...	...	...	...	...
...	...	...	2	1	2	71	32	150	149	392	33	78	5	1	...	3	...
...	2	1	...	...	...	1	1	5	1	...	...	1	1	1	1	11	...
2	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
...	...	...	...	...	...	...	1	1	...	...	...	2	...	...	...	1	...
...	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...
...	...	...	...	...	...	...	6	7	14	...	20	2	...	4	2	14	...
...	...	...	...	...	...	...	1	...	...	1	...	1	...	...	...	...	...
...	...	...	...	...	...	1	2	4	2	4	5	3	5	5	6	16	...
1	...	...	...	...	...	1	2	...	...	...	...	...	10	1	...	1	...
1	...	...	...	...	...	22	8	18	9	13	6	4	4	22	25	17	...
...	...	...	...	...	...	17	3	15	18	4	5	9	16	21	15	31	...
...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...
...	...	...	...	...	...	...	2	1	...	1	2	7	...	...	...	2	...
...	1	...	...	...	...	...	4	4	...	...	3	5	1	1	...	1	...
...	...	...	...	...	...	...	7	6	6	1	4	8	1	3	1	3	...
2	2	...	...	...	...	24	7	3	5	188	22	10	...	...	...	...	...
457	155	35	15	15	18	508	3925	5,971	3,190	1,325	1,566	4,988	1,141	1,126	1,275	5,565	1

STATEMENT of Rejections, by Causes and Nationalities, at Ocean Ports, from December, 1902, to March 31, 1919.

—	Fiscal Year.																	Totals.
	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.[1]	1907-1908.	1908-1909.	1909-1910.	1910-1911.	1911-1912.	1912-1913.	1913-1914.	1914-1915.	1915-1916.	1916-1917.	1917-1918.	1918-1919.	
By Causes.																		
Accompanying patients	16	......	13	39	21	58	60	42	104	53	28	76	58	4	8	1	......	581
Bad character	......	......	12	1	61	181	87	98	122	112	80	102	56	17	4	11	2	946
Contract labour	......	......	......	......	......	23	......	33	28	3	......	......	......	......	......	......	4	91
Criminality	......	......	1	6	7	17	6	9	10	5	4	3	2	4	......	1	1	76
Head tax	......	......	......	......	......	......	......	......	......	6	......	......	......	......	......	......	......	6
Lack of funds	......	......	......	1	......	85	67	34	1,038	246	204	994	452	38	55	19	10	3,243
Likely to become public charges	......	49	56	73	57	292	66	681	274	164	56	76	71	55	55	19	27	2,071
Medical causes	257	225	529	404	264	513	216	585	585	256	328	398	319	34	30	12	19	4,974
Not complying with regulations	......	......	......	......	30	3	7	33	48	119	55	178	40	11	22	8	7	561
Previously rejected	......	......	......	......	......	......	......	......	1	8	1	......	......	......	......	......	......	10
Totals	273	274	611	524	440	1,172	509	1,515	2,210	972	756	1,827	998	163	174	71	70	12,559
By Nationalities.																		
British	2	8	13	76	61	130	146	183	233	227	161	171	169	42	28	5	11	1,666
American	......	......	27	17	17	63	2	13	20	2	14	12	29	28	15	11	9	279
Other countries	271	266	571	431	362	979	361	1,319	1,957	743	581	1,644	800	93	131	55	50	10,614
Totals	273	274	611	524	410	1,172	509	1,515	2,210	972	756	1,827	998	163	174	71	70	12,559

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[1] Nine months.

STATEMENT of Deportations, after having been admitted, by Causes, Nationalities and Provinces, from December, 1902, to March 31, 1919.

—	Fiscal Year.																	
	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.[1]	1907-1908.	1908-1909.	1909-1910.	1910-1911.	1911-1912.	1912-1913.	1913-1914.	1914-1915.	1915-1916.	1916-1917.	1917-1918.	1918-1919.	Totals.
By Causes.																		
Accompanying patients	4	3	1	4	35	26	21	......	18	17	16	10	34	5	9	39	10	252
Bad character	......	1	......	4	......	30	71	44	71	120	165	159	128	68	60	84	35	1,040
Criminality	......	1	8	1	12	68	115	130	172	242	334	376	404	329	277	274	236	2,979
Medical causes	49	61	58	110	126	392	467	212	222	229	370	570	379	206	98	39	70	3,658
Not complying with regulations	......	......	......	......	......	......	......	......	12	8	4	4	......	......	......	......	......	28
Public charges	14	19	19	18	28	309	1,074	348	289	343	392	715	789	635	161	91	103	5,347
Totals	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	454	13,304
By Nationalities.																		
British	50	69	74	112	168	607	1,235	486	458	540	559	952	877	602	186	36	99	7,110
American	......	......	......	2	8	37	98	119	169	256	377	405	461	437	324	407	279	3,379
Other countries	17	16	12	23	25	181	415	129	157	163	345	477	396	204	95	84	76	2,815
Totals	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	454	13,304
By Provinces.																		
Maritime Provinces	......	2	......	3	2	14	19	24	25	13	45	45	55	48	19	18	22	354
Quebec	18	16	11	27	41	136	684	97	165	186	208	371	397	236	108	123	96	2,920
Ontario	3	3	8	19	79	383	907	378	349	348	419	574	543	461	233	166	162	5,035
Manitoba }	......	......	......	......	66	226	48	97	121	174	230	334	199	143	40	59	21	}
Saskatchewan }	46	64	67	88	3	19	27	19	23	35	44	59	85	96	54	37	31	3,526
Alberta }	......	......	......	......	4	24	14	63	55	95	131	164	224	114	34	30	19	}
British Columbia	......	......	......	......	5	23	49	56	46	108	204	287	228	145	116	91	103	1,461
Yukon Territory	......	......	......	......	1	......	......	......	......	......	......	......	3	......	1	3	......	8
Totals	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	454	13,304

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[1] Nine months.

The following is a statement showing literature ordered during 1918-19:—

"Immigration Facts and Figures"	1,000
"Canada Annual"	300
"Le Canada" (French)	10,000
"5,000 Facts about Canada"	500
"School Map"	10.000
"Atlas of Canada"	150,000
"Atlas of Canada" (British Edition)	350,000
"Canada West"	315,328
"Report on Juvenile Immigration"	1,000

REPORT OF THE CHIEF CONTROLLER OF CHINESE IMMIGRATION,
W. D. SCOTT.

During the fiscal year ended March 31, 1919, 4,333 persons of Chinese origin entered Canada, of whom 267 were admitted as exempt from head tax, and 4,066 upon payment of $500 each. For the purpose of comparison it is considered advisable to publish statistics relating to Chinese immigration since the imposition of the first head tax in 1885, which head tax was increased to $100 on January 1, 1901, and to $500 on January 1, 1904:—

Fiscal Years.	Exempts.	Paying Tax.	Percentage of total arrivals admitted exempt.	Registered for leave.	Total revenue.
					$ cts
1886	1	211	0·47	829	11,693 00
1887	....	124	....	734	7,424 50
1888	....	290	....	868	15,694 50
1889	112	782	12·53	1,322	40,808 00
1890	97	1,069	8·32	1,671	56,258 00
1891	12	2,114	0·56	1,617	107,785 50
1892	6	3,276	0·18	2,168	166,502 50
1893	14	2,244	0·62	1,277	113,491 00
1894	22	2,087	1·04	666	105,021 50
1895	22	1,440	1·50	473	72,475 00
1896	24	1,762	1·34	697	88,800 50
1897	24	2,447	0·97	768	123,119 50
1898	17	2,175	0·78	802	109,754 00
1899	17	4,385	0·39	859	220,309 50
1900	26	4,231	0·61	1,102	215,102 00
1901	26	2,518	1·02	1,204	178,704 00
1902	62	3,525	1·73	1,922	364,972 00
1903	84	5,245	1·58	2,044	526,744 00
1904	128	4,719	2·64	1,920	474,420 00
1904–5	69	8	89·61	2,080	6,080 00
1905–6	146	22	86·90	2,421	13,521 00
1906–7	200	91	68·73	2,594	48,094 00
1907–8	752	1,482	33·66	3,535	746,535 00
1908–9	695	1,411	33·00	3,731	713,131 00
1909–10	688	1,614	29·89	4,002	813,003 00
1910–11	805	4,515	15·13	3,956	2,262,056 00
1911–12	498	6,083	7·56	4,322	3,049,722 00
1912–13	367	7,078	4·93	3,742	3,549,242 00
1913–14	238	5,274	4·32	3,450	2,644,593 00
1914–15	103	1,155	8·19	4,373	588,124 00
1915–16	69	20	77·53	4,064	19,389 00
1916–17	121	272	30·79	3,312	140,487 00
1917–18	119	650	15·47	2,907	336,757 00
1918–19	267	4,066	6·56	3,244	2,069,669 00
Total	5,831	78,385	7·43	74,676	19,999,482 00

The Chinese Immigration Act provides that Chinese legally admitted into Canada may, upon payment of the $1 fee, register out, which registration carries with it the right to free re-entry within a period of twelve months. By Orders in Council it has been provided that Chinese who left Canada on or since April 1, 1914, up to and including March 31, 1919, may remain away until twelve months after a proclamation has been published in "The Canada Gazette" that a state of war no longer exists. On March 31, 1919, there were away from Canada 5,587 Chinese who, under the provisions just quoted, are entitled to free re-entry. Lack of sufficient transportation facilities is the chief reason why the majority of these Chinese have not already returned to the Dominion.

REPORT OF THE CHIEF MEDICAL OFFICER OF IMMIGRATION, PETER H. BRYCE.

OTTAWA, July 9, 1919.

With the continuation of the war during the spring and summer of 1918 there were, as for several former years but few immigrants to Canada from overseas though 40,715 from the United States served to maintain the activities of departmental work. It is of further interest to note that with the return of the soldiers to Canada there has been an unlooked for but notable addition to our population of British people as the wives of Canadian soldiers.

It is satisfactory to be able to say both from personal observation and from statements of our medical officers at the seaports, that the great proportion of these women will prove satisfactory additions to the population of Canada and make up in some degree for the lack of the usual immigrants of the years before the war. These medical officers have, however, been engaged especially in assisting the military authorities and when it is recalled that in some months since the armistice more than 30,000 soldiers have been landed in Canada much necessary if unusual work has been performed.

TABLE I.—The following table gives the number of persons detained for inspection and the number rejected in different years, at ocean ports:—

	Number held for Inspection.	Number Rejected.
Fiscal year ended June 30, 1903	273	273
" " " " 1904	1,835	274
" " " " 1905	2,559	611
" " " " 1906	3,570	524
Nine months ended March 31, 1907	3,543	440
Fiscal year ended March 31, 1908	4,573	1,172
" " " " 1909	3,544	509
" " " " 1910	7,202	1,515
" " " " 1911	8,457	2,210
" " " " 1912	5,892	972
" " " " 1913	3,559	756
" " " " 1914	4,923	1,827
" " " " 1915	2,081	998
" " " " 1916	325	163
" " " " 1917	384	174
" " " " 1918	179	71
" " " " 1919	668	70
Totals	53,567	12,559

It is apparent from the table that the 668 persons detained out of the 16,987 immigrants from overseas countries is much the same proportion as the 8,457 detained out of 189,633 in 1911. The causes for the rejection of the seventy persons are seen in the following table:—

Table II.—Statement showing Immigrants rejected at Ocean Ports, by causes, in 1918-19.

Avoiding port of entry	5
Barbers' itch	1
Desertion	1
Epilepsy	2
Gonorrhea	1
Ichthyosis	1
Immorality	1
Indirect passage	2
Lack of funds	10
Likely public charges	23
Poor physique	1
Prostitution	1
Skilled labour	4
Stowaway	4
Trachoma	11
Tuberculosis	2
Total	70

The table gives data, interesting as showing how varied are the causes which make persons undesirable as immigrants. Of these rejections thirteen were for distinctly illegal or immoral acts, while those classed as public charges always include various defective persons. Trachoma as a cause of rejection still continues to appear, especially in immigrants from the Orient.

Tarle III.—Statement of Causes for which Deportations have taken place for Fiscal Year 1918-19.

Accompanying	10
Blindness	1
Desertion	2
Criminality	234
Diabetes	1
Drug habit	8
Epilepsy	2
Immorality	12
Insanity	49
Public charges	90
Mentally weak	3
Paralysis	2
Prostitution	23
Syphilis	1
Tuberculosis	3
Vagrancy	13
Total	454

This table gives much valuable information illustrating the misfortunes which continue to attach to a percentage of immigrants even after a number of years in Canada. Of the total 454 deported it will be noted that more than 50 per cent belonged to the criminal class; but it is fair to assume that some crimes were those incidental to times of war.

As usual, the "public charges" were numerous and doubtless included persons who might be placed under the mentally weak or other defective class. The 49 deported for insanity is an unduly large number, being almost one-quarter of the total deported for the same cause in 1913-14 when 384,878 immigrants entered Canada. It is notable that 8 persons were deported for the drug habit, and only 2 for epilepsy and 3 for tuberculosis. If vagrancy, syphilis, prostitution, immorality, the drug habit, desertion, and mentally weak be grouped making 62, and to these be added the 90 public charges, it is apparent that with the 234 criminals, 85 per cent of the deports are included. Of the total deports it is notable that 279 were American. This must be expected with the constant communication between Canada and the United States, although it is probable that war conditions have made the movement to Canada, to escape military responsibilities, greater than in times of peace.

TABLE IV.—Statement of Deportations by Nationalities.

—	1916-17.	1917-18.	1918-19.	1902-19.
British	186	36	99	7,110
American	324	407	279	3,379
Other countries	95	84	76	2,815

This brief review of the rejections and deportations of immigrants serves to make plain how, as exact statistics are prepared, we are obtaining comprehensive data upon which to base broad conclusions as to the effects of immigration. It seems on the surface that immoral and unsocial acts make up the greater number of causes of undesirable immigrants.

TABLE V.—Giving Deportations by Years and by Nationalities.

Total British immigration, 1903-1919	1,160,597
Total United States immigration, 1903-1919	1,224,418
Total from other countries, 1903-1919	809,955
Total British deportations, 1903-1919	7,110
Total United States deportations, 1903-1919	3,379
Total deportations from other countries, 1903-1919	2,815
Ratio of deportations of British	1 to 163 persons.
Ratio of deportations of Americans	1 to 362 "
Ratio of deportations of other countries	1 to 288 "

The studies of crime, insanity and feeblemindedness seem so intimate a part of the work of the medical inspection of the immigrant that I trust the provisions made for greater protection against undesirables entering Canada under the Act will be associated with equally effective means for guarding the health, both physical and mental of the immigrant after his admission to Canada.

REPORT OF THE CANADIAN EXHIBITION COMMISSIONER, A. W. TOLMIE.

I have the honour to submit the following report of the operations of the Exhibition Branch of the department for the fiscal year ending March 31, 1919, this branch having been transferred from the Department of Agriculture, July 1, 1918, under P.C. 1348.

Throughout the fiscal year 1918-19 the exhibition staff, besides giving the proper care to our stock of exhibition goods, which require constant attention and much labour, was busily engaged in preparatory work for coming exhibitions, and in assisting other departments who needed their services.

The services of our demonstrator were loaned from May to November, 1918, to the Department of Agriculture, where he fulfilled the duties of agricultural representative for Military District No. 3, and from December to March he was attached to the Records Branch of the Department of Immigration and Colonization. Our mineralogist assisted in the Geological Survey Museum from September to March.

Our fruit expert besides doing over some of our old fruit at headquarters, was sent to the Niagara district, to gather from the new fruit crop sufficient stock to be processed, to fill the ever-increasing demand made upon us for this material by emigration agents in Great Britain and the United States for exhibition purposes at the different fairs where it is deemed proper to display the natural products of Canada.

The chief decorator of this branch, besides assisting the fruit expert, was engaged in drafting and executing new exhibit cases and stands for a permanent exhibit in Chicago; also for exhibits to be placed in the state fairs at which your agents are to take part this year.

On a request made by the Fruit Branch of the Department of Agriculture, we supplied the material and installed an exhibit of bottled and natural fruits for them at the Canadian National Exhibition in Toronto, covering some fifteen hundred square feet.

Work in connection with the proper treatment of our numerous specimens of Canadian fauna against moth, is now in hand and proceeding satisfactorily.

REPORT OF THE COMMISSIONER OF IMMIGRATION, OTTAWA, ONT., W. R. LITTLE.

I beg to submit the following report on immigration work in the Eastern District:—

Organization.—On the 1st of January, 1919, I was appointed Commissioner of Immigration for the above district, which includes all that portion of Canada east of Port Arthur and jurisdiction over Canadian immigration inspectors stationed at United States Atlantic ports. In the eastern district there are 108 ports of entry and 261 immigration officers and employees who may be classified as follows:

Agents	8
Assistant agents	4
Medical inspectors	11
Inspectors	96
Stenographers and clerks	9
Interpreters	4
Deportation officers	7
Matrons	4
Guards	24
Firemen, watchmen, etc	7
Special agent	1
Cooks	2
Servants	2
Special officers	2
Inspector of immigrant children	1
Relieving inspectors	7
Travelling immigration officers	4
Immigration officers	3
Travelling inspector	1
Customs—Immigration officers	64
Total	261
Head office staff	6
	267

Immigration.—The following is a statement of admissions and rejections at border ports during the fiscal year 1918-19:—

	Admissions.	Rejections.
Andover	35	
Armstrong	11	12
Aroostook Junction	50	1
Aultsville	50	
Beebe Junction	1,136	83
Bridgeburg	1,598	1,015
Brockville	158	17
Charlotte	38	2
Clair	10	1
Coaticook	619	30
Cobourg	25	9
Comin's Mills	56	5
Connors	7	
Cornwall	183	123
Courtwright	2	
Crystal Beach	58	37
Debec	67	
Dundee	11	
Edmundston	63	8
Erie Beach	1	54
Fairhaven	3	
Fort Erie	274	127
Frelighsburg	5	
Georgeville	....	1
Grand Falls	12	
Grand Manan	....	2
Green River	3	
Hemmingford	14	91
Hereford	18	4
Highwater	1,678	83
Kingston	72	4
Lacolle	237	116
L'Etete	6	17
Lewiston	131	64
McAdam Junction	1,978	61
Malone	264	73
Mansonville	13	
Megantic	117	
Milltown	20	12
Morrisburg	9	1
Niagara Falls	1,568	2,640
Niagara-on-the-Lake	10	14
Parry Sound	....	3
Point Edward	123	
Port Lambton	35	
Prescott	262	58
Queenston	....	1
Richmond Road	7	
Rockport	5	
Rouses Point	455	217
St. Agnes	106	38
St. Albans	1,203	220
St. Andrews	27	6
St. Leonards	66	1
St. Regis	116	1
St. Stephen	128	43
Sarnia	813	174
Sault Ste. Marie	878	147
Sombra	9	
Stanhope	27	2
Toronto	10	3
Upper Mills	3	7
Walkerville	162	597
Wallaceburg	1	
Windsor	3,381	2,895
Wolf Island	2	1
Totals	18,429	9,121

Statement of admissions and rejections at ocean ports during the fiscal year 1918-19:—

	Admissions.	Rejections.
Quebec	287	5
Halifax	1,606	3
St. John	7,034	6
North Sydney	513	3
New York	1,808	5
Boston	2	....
Portland	21	....
Totals	11,271	22

Overseas immigration during the next few years will no doubt depend upon the economic conditions in Europe. As a general rule there will be more immigration from countries which can more readily find the means of reconstruction than from countries which are on the verge of economic exhaustion. In so far as the domestic servant problem is concerned, it may be of interest to note that there is a movement in the United Kingdom to secure recognition of domestic service as a skilled occupation. It is proposed to furnish junior technical education at the expense of local educational authorities aided by state grants.

Medical Inspection of Immigrants.—I assume that in future the medical officers who undertake the inspection and medical care of immigrants and seamen will be officers of the Department of Health. The twelfth annual report of the inspector of feeble-minded for Ontario shows the necessity for a very careful examination of overseas immigrants. The administration fines prescribed by the amendments to the Immigration Act will no doubt ensure a more careful selection of immigrants by agents of transportation companies.

Seamen.—Ocean ports: The amendments to the Immigration Act provide for a more strict civil and medical examination of seamen. At the present time monthly reports are received of seamen who are landed, discharged, or who desert.

Ports on the Great Lakes: Instructions have been issued to immigration officers at ports of entry on the Great Lakes regarding the manifesting of seamen who ship from United States ports. Monthly reports are also received showing particulars of seamen who desert or who are discharged. The manifests and monthly reports form the basis for action under the reciprocal arrangement for the deportation to the United States of seamen who effect illegal entry and who may be subject to deportation.

Deportations.—The number of persons deported after having entered or landed in Canada was 273, of whom 181 were deported to the United States and 92 to other countries.

	To United States.	To Other Countries.
Accompanying	1	3
Blindness	....	1
Criminality	106	28
Desertion	....	2
Drug habit	5	....
Epilepsy	....	1
Immorality	4	4
Insanity	15	19
Mentally defective	2	....
Paralysis	1	1
Prostitution	9	7
Public charge	30	22
Syphilis	....	1
Tuberculosis	1	1
Vagrancy	7	2
Totals	181	92

The immigration agency in Montreal may be designated as the clearing house for deports to European countries from all districts. Considerable delay has been experienced in executing orders for deportation not only on account of the difficulty of securing transatlantic accommodation but also by reason of the precautions taken by the consuls of allied and neutral countries in issuing passports.

Investigations.—Numerous investigations were made in the following cases:—

(*a*) Persons alleged to have effected illegal entry.
(*b*) Persons alleged to be subject to deportation from causes arising subsequent to entry.
(*c*) Applications for entry and appeal cases.
(*d*) The entry of aliens applying for naturalization.
(*e*) Enemy subjects.
(*f*) Persons alleged to be anarchists, bolshevists or revolutionists.

Several revolutionists were arrested, some of whom were deported, interned, or are still held pending deportation.

Passports.—Immigration officers at ocean ports are charged with the administration of the Order in Council of the 9th of August, 1917 (P. C. 2173), which provides that no person shall embark in Canada upon any ship or vessel to any destination, outside of Canada, or the United States, without a valid passport.

Exeats.—Officers at ports of entry still enforce the provisions of the regulations which prohibit enemy subjects from leaving Canada without an exeat. Reports which have recently been received show that there is no widespread movement of enemy subjects from Canada to the United States.

Literacy Test.—The amendment to the Immigration Act provides for a literacy test. It may be of interest to note that in 1901 there were 680,132 persons in Canada who could neither read nor write, and in 1911 the number was 663,453, a decrease of nearly 2½ per cent in ten years.

Buildings.—Suitable accommodation for the inspection and detention of passengers has been provided at Lacolle Junction. Arrangements have also been made for the erection of a joint customs and immigration building on the King Edward highway at Lacolle village. Office accommodation has also been provided and equipped at the dock at Toronto for the inspection of passengers arriving by vessels from Charlotte. Better accommodation has also been provided at Queenston bridge and also at Sarnia for the inspection of passengers by vessel from Detroit. More commodious and suitable quarters should be provided at the lower bridge and the upper steel arch bridge at Niagara Falls, at the Windsor ferry dock and at Walkerville. Representations have already been made by the department to have an overhead passage erected from the shed where steamers dock at St. John, N.B., to the examining room, so that third-class passengers can proceed direct from the vessel to the examining room without coming in contact with cabin passengers.

REPORT OF THE ACTING COMMISSIONER OF IMMIGRATION, WINNIPEG, MAN., THOMAS GELLEY.

On account of war conditions, there has been very little emigration from the British Isles and other European countries to Western Canada, but since the armistice has been signed, large numbers of soldiers' dependents have arrived and are continuing to do so.

Immigration from the United States.—Although the number of immigrants settling in Western Canada during the last four years has not been as large as in prewar times, there has been a noticeable and gratifying increase in the proportionate amount of live stock, effects and wealth brought into the country.

No alien enemies were admitted and no effort was made to encourage the immigration of any other class than bona fide agriculturists.

Deportations.—There were eighty-seven deportations carried out by officers under the jurisdiction of this office, as compared with one hundred and thirty-two during the previous year. Of the eighty-seven, fifty-three were deported to the United States and thirty-two were taken to Montreal on their way to European countries.

Farm Labourers.—Special rates of one cent per mile from the boundary line were granted by the railway companies to farm labourers coming temporarily to Canada from the United States to assist in the spring and fall work on farms in the Prairie Provinces. In the spring, fourteen hundred were admitted at western boundary ports, and in the fall eleven hundred were admitted. A large number returned south to their homes as soon as freeze-up set in.

Immigration Hall, Winnipeg.—Although there has been practically no European immigration to provide for, this hall has afforded accommodation and shelter for six hundred and sixty-four immigrants during the year, who were passing through Winnipeg to western points. There were also twenty indigent persons cared for. The total number of meals supplied to the above persons was 2,135, at a total cost of $228.80, showing an average cost of 10·71 cents per meal. This includes the meals supplied to the matron in charge of the hall, and to occasional deports who were held in Winnipeg on their way east or south.

The two upper floors of No. 1 Immigration Hall, as well as the buildings known as No. 2 and No. 3 Halls, are still in the temporary possession of the Military Hospitals Commission.

Western Immigration Halls and Agencies.—During the year, sixteen interior immigration halls and agencies have been closed by departmental instructions, but the following eleven, confined to the more unsettled districts of the country, are still open for the reception and temporary care of immigrants.

In Alberta: Edmonton, Athabasca, Edson, Donnelly, Grouard, Peace River, Spirit River and Grande Prairie.

In Saskatchewan: North Battleford, Prince Albert and North Portal.

The closing of halls, as mentioned above, also caused a reduction of staff at the points affected, from thirty-three to seventeen.

The superintendent of Western Agencies has regularly inspected the halls and agencies during the year.

Western Boundary Ports.—There are now twenty-eight boundary ports under the jurisdiction of this office, and the length of the international boundary line included in the Western district is from Port Arthur, Ont., to Kingsgate, B.C., a distance of approximately fourteen hundred miles. The number of the inspection staff (including customs officers acting as immigration inspectors) is forty-one.

Grain Exhibits.—During the year, samples of the best grains, grasses, vegetables, and other products grown in the Prairie Provinces, were purchased, prepared, packed, and shipped by the grain warehouse, in connection with the Winnipeg office, to the important fairs and exhibitions in the United States, and to the Canadian Government agencies and public schools in that country. This has proved to be a very effective method of advertising the agricultural products of Western Canada.

The following figures show the number of cases sent out:—

Grains and grasses in straw..	cases.	96
Threshed grains..	boxes.	21
Vegetables..	crates.	74
Cheese, cereals, bacon, etc..	boxes.	15
Assorted exhibits for schools..	"	117

Permits (P.C. 1433).—On November 20, 1918, the regulations requiring males of military age to obtain permits before leaving Canada were rescinded. This relieved the various agencies and boundary ports of a great deal of work, as it no longer necessitated an outgoing inspection of persons leaving Canada.

Investigations.—The practical disbandment of the Royal Northwest Mounted Police, when that force was called upon for overseas service, caused us to turn to the various provincial police organizations for assistance in making investigations, and in the location and detention of undesirables coming within the provisions of the Immigration Act. I am pleased to be able to report that every assistance was obtained from these forces, and that the best of good feeling and co-operation exists between them and this office. The re-establishment of the R.N.W.M. Police, and the appointment of an investigating officer, will greatly facilitate this important branch of our work.

The demand for farm hands, domestic servants, etc., for western farms, was brisk, and the Labour Bureau in connection with the Winnipeg office received applications, and placed immigrants in the Prairie Provinces, as follows:—

	Total applications.	Total No. placed.
Farm labourers	6,501	5,393
Married couples	49	13
Domestics and housekeepers	60	3

Farm Wages.—Wages showed an increase over previous years, and would appear to still have an upward tendency. For last year, the average was as follows:—

Farm hands, experienced	$55 to $65 per month.
" " inexperienced	35 to 45 " "
Married couples	75 " "
Domestic servants	25 " "

(All including board and lodging.)

REPORT OF THE COMMISSIONER OF IMMIGRATION, VANCOUVER, B.C., A. L. JOLLIFFE.

I beg to submit annual report covering the Pacific district for the year ending March 31, 1919. In August, 1918, the Pacific district was organized, the various immigration officers in the said district coming under the jurisdiction of this office, and I am pleased to be able to report that the same has resulted in a better co-ordination and increased efficiency in the administration of the Immigration Acts.

During the past six months there has been increased activity along the international border. This no doubt may be accounted for by the fact that the Order in Council prohibiting the entry of labour has been withdrawn in so far as the admission from the United States is concerned at border ports. The number of rejections has materially increased, and our officers are all rigidly enforcing the regulations. At the port of Vancouver during the past year, the number of passengers arriving is considerably less than that of the previous fiscal period, owing to the fact that in 1917-18 there was a movement of over 70,000 Chinese to France. There is, however, an actual increase of over 400 per cent in the number of immigrants landed. Below will be found a comparative statement giving figures covering the items referred to above:—

	1917-18.	1918-19.
Passengers arriving at Vancouver	115,012	48,384
Immigrants landed	664	3,478
Tourists entering at Vancouver	114,738	40,698
Deportations	70	91

During the past year, we have been called upon to investigate a number of cases where the heads of families in British Columbia have desired to bring their dependents to Canada for permanent residence, and this work apparently is increasing as time goes on.

Below will be found a statement giving information relative to detentions in our building at this port:—

	1917-18.	1918-19.
Number of persons detained	11,090	7,858
Number of meals supplied	79,655	81,505
Cost of janitors, supplies	$249.57	$361.61
Building account, balance in favour of department on years' detention and maintenance charges.	$13,366.50	$9,962.50

At the port of Victoria, the Chinese business during the past year has been very heavy. The number of exempt cases amounting to 135 as against 70 the previous year. There has also been a general increase in all branches of immigration work at that port.

REPORT OF THE COMMISSIONER OF EMIGRATION FOR CANADA, LONDON, ENGLAND, J. OBED SMITH.

Although the armistice has been signed and hostilities have largely ceased, conditions have arisen which will continue to suspend any active propaganda looking to emigration to Canada until the autumn of this year, which will result in no adequate opportunity of moving people until the spring of 1920, although all our offices are receiving continually increasing numbers of enquiries regarding Canada.

The necessity for repatriating Canadian troops and their dependents being of paramount importance, shipping will not be available for new emigration until after the winter season has set in.

It is noted among returning Canadian officers and soldiers an increasing desire to devote their attention to agriculture and kindred industries in Canada, and the bountiful provision made for their financial and other assistance by the Canadian Government, through the Land Settlement Board, has been largely responsible for what bids fair to be a satisfactory result.

When an emigration propaganda is possible, the British ex-Service man will renew with vigour his enquiries regarding Canada, and if similar advantageous terms are offered to them I have no doubt a large number will desire to take advantage of what appears, on examination, to be the most acceptable scheme propounded for the benefit of those who desire to settle on the land anywhere.

The British Government have apparently decided to follow very much along the same lines, but the disadvantage of having only comparatively small areas of land available in the British Isles leaves Canada in a very advantageous position in this regard.

We cannot, however, at the moment, offer direct inducements to British ex-Service men to emigrate because of lack of travelling facilities and the obvious obligation on Canada to re-establish her own sons first; but the indications are very strong that, given fair inducements, our department will not have to seek in vain for a large number of excellent emigrants, who will at least take with them the advantage of open-air training and that healthy physical condition which is so essential to successful work on the land in Canada.

For this purpose and for these reasons it is desirable, in my opinion, that a large and continuous supply of informative literature be made available for use in the British Isles for many enquirers.

No agencies being open on the continent of Europe during the past fiscal year, I have no reports to make thereon.

Lectures.—Continuing to give lectures on Canada to school children and to others where the opportunity arose has been the policy adopted during the past year. A restriction on lighting arrangements militated against work of this kind, but after the signing of the Armistice we found an increasing demand both from adults and scholars for lectures on Canada and these we have been able to satisfy in every case, including a number of lectures given by some of our best agents in Imperial military camps. We have not failed to keep Canada well before desirable classes here, although emphasizing the practical impossibility of moving across the seas until the spring of 1920.

Exhibitions and Shows.—We have had no exhibits available since the commencement of war (save apples) and we could not have made an exhibition worthy of Canada even if the opportunity had been available. Most of the exhibitions and shows that were held in previous years were again cancelled during the year 1918.

We have made the best of the stock in hand, and have produced an exhibition of Canada's grain and other resources in all our excellent show windows and we appreciate the sending for our exhibition expert that he might, on the ground in Canada, select such exhibits as he knows are so urgently required for the work over here. Already the list of exhibitions and shows during 1919, indicates a return to the old order as soon as possible, and we will need very urgently a very large stock of exhibits of all kinds, including manufactured articles and branches of Canada's natural resources.

School Atlas.—Having been advised by the department that a revised edition is in print and will soon be issued, we have taken the opportunity of releasing our present stock from storage and are making excellent use of it amongst school children, who have not been provided with such a geographical opportunity since the war started, and those children who were nine or ten years old at the beginning of the war have now reached an age when their native discrimination ought to be of value in our attempt to guide their minds and interests towards Canada.

Canadian News Items.—This excellent system of propaganda has been continued, and we have obtained results far exceeding our expectations. We have spent nothing in advertising, and it is all the more gratifying that the good-will of the public press in the British Isles has been retained to its present extent.

Expenditure.—The amount expended here for all purposes (not including repatriation) has been:—

Fiscal year ended March 31, 1914	£91,000
" " " " 1915	57,100
" " " " 1916	31,600
" " " " 1917	27,400
" " " " 1918	28,500
" " " " 1919	32,700

Sailings to Canada.—Because shipping has been needed and is likely to continue to be required for the return of soldiers and the repatriation of their dependents, very little space has been available for ordinary passengers and emigrants. We are continuing the arduous duty of repatriating Canadian officers and soldiers and their dependents, and this matter will be dealt with in detail in a subsequent report on repatriation. It suffices to say that we have not lost sight of the true work of this department in the way of emigration propaganda, while endeavouring to place safely back in Canada without undue delay the many thousands who came overseas to their soldier husbands, and, in addition, twenty-five to thirty thousand British women who have married Canadian soldiers since the war started.

Passport Restrictions.—The regulations laid down by the Home Authorities that no person can leave these shores without the permission of the British Government, as illustrated by an official passport, has been continued, with the exception that I have been able to repatriate the wives and children of all Canadian officers and soldiers on my personal certificate, without any passport at all.

Emigration Returns.—The British Board of Trade have not issued any figures during the past year.

REPORT OF THE CHIEF INSPECTOR OF BRITISH IMMIGRANT CHILDREN, G. BOGUE SMART.

Child immigration has, as is known by those interested, been in operation nearly fifty years. It has always been the subject of philanthropic work with the purpose in view of checking pauperism, ignorance, and the moral depreciation of the race. Perhaps in no other enterprise for the good of humanity has there been a greater degree of unselfish devotion than has been shown in this uplifting Christian service.

From a national point of view there are three great purposes to serve as separated from the motives of those who carry on this work. These are (1) the interests of the children; (2) the interests of the community which receives them; and (3) the interests of the community which sends them forth. The change from habitations and surroundings in densely populated centres, where influences are of the loosest character, into the training homes of the various societies and State institutions in the Old Country, where the children are reared with sole regard for their future welfare and brought under strict rules of discipline, must have an abiding effect in reforming the condition of life. Then at a later period when this necessary preliminary training has been completed to transfer the children to the second change absolutely different from all their previous experiences makes only for the saving of such children to lives of usefulness for their future in Canada.

No less advantageous to a new country, particularly one seeking population of the right kind, is the arrival of these young men and women who will go to make up the future population of our country. There are thousands of examples which may be cited as to the progress and general success attending this class and their absorption into the general population. What is more desirable to the country seeking additions to her population than boys and girls generally of the age to begin work who have been educated and trained with the sole object of fitting them to be strong, healthy, God-fearing citizens in a new and promising land.

The testing time arrived sooner than the people of this country could have expected and we are now able to prove beyond contradiction the results of the early training of thousands of these children in their rushing to the colours in the time of their country's need. It is now known that practically every boy of military age and physical fitness, who had been brought to this country by the societies from their own training homes and the State schools voluntarily enlisted to serve in the great war. It is besides a satisfaction to the communities from which these children come to realize that their conditions of life in this country, together with their previous training, have brought about such commendable and permanent results, not only in their own lives but in that of the nation.

General Remarks.

There is nothing to report as to the arrivals of children from Great Britain, as the movement has been suspended since 1916. This is in consequence to the dangers attendant on ocean travel as well as to the shortage of shipping, during the great war.

This year, however, it is expected that the movement will be resumed as there was no cessation in the carrying on of the work of reclaiming children in Great Britain during the period of the war. This applies to all the organizations engaged in child immigration.

The employment by our farmers and others seeking this class of apprenticeship and help will show no diminution as the demands during the past year were as great as ever.

Statement of the number of juveniles emigrated to Canada by the principal organizations in Great Britain during the past 19 years, also the number of applications annually received at their Canadian Receiving and Distributing Homes during the same period:—

Fiscal Year.	Children Emigrated.	Applications Received.
1900-1	977	5,783
1901-2	1,540	8,587
1902-3	1,979	14,219
1903-4	2,212	16,573
1904-5	2,808	17,833
1905-6	3,264	19,374
1906-7	1,455	15,800
1907-8	2,375	17,239
1908-9	2,424	15,417
1909-10	2,422	18,477
1910-11	2,524	21,768
1911-12	2,689	31,040
1912-13	2,642	33,493
1913-14	2,318	32,417
1914-15	1,799	30,854
1915-16	821	31,725
1916-17	251	28,990
1917-18	......	17,916
1918-19	......	11,718

The following contains a record of the poor law children who were subject to the direct inspection of myself and assistants during the past year classified in such a way as will enable the reader to readily understand the conditions under which the children were found by our inspections:—

The number of children found in homes and situations—	
Good	819
Fair	23
Unsatisfactory	4
Health—	
Good	838
Fair	7
Unsatisfactory	1
Progress—	
Good	786
Fair	47
Unsatisfactory	13
Conduct and character—	
Good	803
Fair	39
Unsatisfactory	4
Poor law boys, formerly under the supervision of this department, who have enlisted for overseas service	156
Killed in action	56
Died of wounds	7
Wounded or missing	12
Died	3
Prisoner of war	1
Joined the navy	4
Promoted	7
Awarded honours	4
Returned to Canada	14
Temporarily lost track of	40
Removed to new address	8
Returned to home	6
Working in munition factory	2
Marriages	8
Deaths	2
Removed to United States	2
Special reports	7
Number of children eligible for inspection—January 1, 1918	871
Duplicate and special reports made during the year	339
Total number of inspections and reports made, 1918	1,210

Children under indenture (poor law)—

Wage earning, 626; total wage, $71,704.80.

Average age 16½ years.

Children under indenture (poor law) for board, clothing and schooling, not wage earning, 210; average age, 13·84 years.

MEMORANDUM *respecting my inspections of Records of Receiving and Distributing Homes.*

All institutions engaged in child emigration and having receiving Homes in Canada, maintain a definite system of regular annual, and often more frequent visits to each child apprenticed to farmers and others. The records of each individual case are made available for inspection by an officer of this department.

The inspection of these records has served a most useful purpose. The cases which might show defects or grounds for unfitness, etc., are proportionately few in numbers and in nearly every case, as years have passed, such progress has been shown as should remove any objections or reasons for questioning their fitness for citizenship in Canada. There have been only a comparatively few child deportations to the Old Country, and these have been carried out by the societies voluntarily, without delay, rather than by following the ordinary legal process of deportation.

These organizations have emigrated to Canada over 73,000 children, and at the present time there are at least 6,000 still under supervision, reports regarding which have required a careful and often a somewhat laborious and lengthy examination. This is the only supervision of the homes by the Government and all that has been considered necessary; the reports being made so comprehensive as to be regarded as thoroughly trustworthy, and complete.

The main purpose of our inspection of the home reports is to inquire into the health, deportment, treatment and progress of the individual child.

Health.—It is gratifying to find in general, good health amongst the children; this is to a great extent due to the general provision under which the child is emigrated, and a very careful medical examination is carried out, and those defective in mind or body are kept in the Old Country. Few cases of ill health have come under my notice.

Deportment.—These children are received for training early in years and placed under strict rules of conduct, health and wholesome environment, genuine religious teaching and a proper reverence for truth, sobriety and right living, the effect of which is to inculcate foundational tendencies of character which must be lasting.

The children are more or less prone to be affected by their new surroundings and it is often a matter of regret that the farmer or other employer seems sometimes to overlook responsibility. Unfortunately we have had cases of children's early training being thus impaired. In really evident cases of bad influences the homes are obliged to cancel the engagement. Such cases are as a rule reported to me, and the child is forthwith taken from such surroundings.

I am pleased to record that on the whole these children have maintained a high reputation for character and conduct.

Treatment.—On the whole the foster parents, if they may be so termed, treat these children well. A large majority being childless parents, become closely attached to and have a most affectionate regard for them. Others, who are anxious to secure the child for help alone—and while the greater majority are naturally of this class, and perhaps less thoughtful than they might be, yet of this majority there are few who fail to realize some responsibility for the child's future and endeavour to treat him with fair consideration.

Of those of tender years provision is made for their attendance at school and the home authorities have wisely arranged for regular reports from teachers and others regarding their individual progress.

The object in general of the close inspection of the individual reports has been, not only to keep in touch with the work of the various homes but to show them that the department intends to be thoroughly alive to the importance of the thorough fitness of all children brought to Canada, and it is quite evident that the various organizations are consequently influenced in the quality of their emigration work, not only regarding the class of children emigrated and their suitability for life in Canada, but to place these children under such conditions as the Government would approve.

The following statement shows the number of applications received by the various agencies for children during the year just ended.

Society or Agency—	Applications Received for Children.
Dr. Barnardo's Homes, Toronto and Peterborough, Ontario and Winnipeg, Manitoba	6,698
Miss Macpherson, Stratford	438
Mr. J. W. C. Fegan	300
National Children's Home and Orphanage, Hamilton	995
Mr. Quarrier's, "Fairknowe" Home, Brockville	492
Mrs. Birt, Marchmont Home, Belleville	399
Mrs. Smyley, "The Combe," Hespeler	50
The Catholic Emigration Association, St. George's Home, Ottawa.	1,886
The Church of England Waifs and Strays Society, Sherbrooke, P.Q.	60
Mr. J. T. Middlemore, Halifax, N.S.	150
The Salvation Army Agency, Toronto, Ontario and Montreal, P.Q.	250

The great success of this work is beyond doubt to be attributed to the favourable conditions met with in Canada whose illimitable territory and vast resources have abundantly enabled her to absorb and assimilate the children and find profitable employment for their energies.

REPORT OF THE INSPECTOR OF UNITED STATES AGENCIES, W. J. WHITE.

Ottawa, April 1, 1919.

Sir,—Many influences during the first six months of the past fiscal year were factors in hindering, in some measure, the movement of settlers from the United States to Canada and reducing the number to a figure less than we had reason to expect had they not existed.

One of these was the restriction placed upon a movement to points outside of the United States of males between the ages of 21 and 45 and the imposition of the Draft Act which made it impossible for men in this class to move unless granted special permission, generally very difficult to obtain.

Those in this class were the people to whom our agents were giving special attention.

The draft took from the ranks of our prospective settlers many young men, who with their families, had already made arrangements to move to Canada. In consequence, these families were broken up and in the meantime they were lost to us. Nothwithstanding this, the records of the Department will show that a surprising number of a good class entered Canada during that period, many of them having secured permission for temporary leave. They took advantage of this for the purpose of looking over the country and making selections so as to be in readiness when they would be permitted to make a permanent move, while others were able to secure permission for a permanent stay. It was a repetition of the conditions that were brought about at the time that the United States went into the war, but possibly they were now more acute by reason of the stringent regulations made necessary in order to increase the fighting force of that country.

The interest in Canada was no less keen than in the past and while the results may not seem to be commensurate with the efforts employed, there was no sign of discouragement on the part of our agents, for they were fully aware of the reasons. They knew that as soon as there were changed conditions in the world's war there would be an immediate response to reward them for the work they had been doing. Their programme of education was being continued, and they were keeping alive the interest they had already aroused. This was growing and therefore satisfactory. They continually reported that in all the districts they visited they had found a warmer feeling towards Canada. The war and the fact that Canada and the United States were fighting side by side was a wonderful influence in bringing the two countries closer together and causing a seeking after information about Canada, greater than had ever been previously known.

During all the year, there was carried on a propaganda of advertising fully as great as in the past, literature was forwarded to thousands of applicants, districts where it appeared likely settlers could be secured were visited by our agents and every legitimate effort used to keep up and increase the interest in Canada.

Another factor that was an influence in reducing the number of entries to Canada as compared with some few years past was the reservation made in the homestead areas for returned soldiers. This temporarily reduced the interest in a large number of intending settlers. The invitation to Canada for the purpose of taking up a homestead was no longer a slogan that could be effectively worked, yet we found a considerable number taking advantage of the opportunities offered in districts where homesteads were available to others than returned soldiers.

Even without war conditions and our free land grant so materially reduced we could not have looked for the trainload after trainload of settlers and their effects, that we witnessed in 1910 and 1911 when we had almost an illimitable number of homesteads to give to settlers. He could then leave a train in almost any district of the three provinces, travel a few miles and get his 160 acres. To-day this cannot be done. The homestead that he took up then is now worth $25 to $50 an acre. Its owner has become rich. A good portion of our work now consists of inducing the man who has sold his farm in his own home State at anywhere from $200 to $300 an acre, to move to Canada where he can secure three or four, or more acres at a price less than he obtained for the one he sold, and he will get land fully as good as that he would leave. There is still sufficient land in Canada to supply many thousands of these people but of course it now has to be purchased. We will not see the settlers enter Canada in such large numbers as in 1910-11 but we will see a steady flow month by month of the class of settlers who have money with which to purchase. Our correspondence warrants this statement. It is to be hoped though that the continued rise in the price of farm lands in the United States will not cause our dealers to increase the prices of salable property to figures that will delay the movement we fully expect.

The last six months of the year have shown that what looked like unappreciated effort on the part of the agents during the early period of the year, was anything but that. Although achievement was not as rapid as we had hoped the discontinuance of the war would bring, on looking back now it is readily understood.

The signing of the armistice in November did not bring about the movement to Canada that we hoped, yet there were good reasons for it. The lateness of the season was against it, notwithstanding the keen interest exhibited by many who wished to make the move. Then, too, there was the interest at home in preparation for the return of the troops which might be looked for at any time. Yet we secured a great number, as the reports will show, and we had the satisfaction of work ahead which would largely repay the efforts of the year. In this we were not disappointed. During January, February, and March, the movement westward to Canada was greater than it had been for some years. This was the advance guard of the large influx of settlers that we may confidently expect during 1919-20. It was made up of settlers taking with them large sums of money to invest in Canadian lands and but little of it for speculation. To them there was a merit in these lands, for in bringing them under production they would be brought to a condition that would make them fully as remunerative as the land they had sold in their home States at from four to five times the price they were paying for the Canadian lands.

One of the best evidences of the high class of the settlers was shown in the demand for lands to purchase and the consequent reasonable increase in the price obtained by Canadian owners.

During the year every agent was active in his particular field. The methods adopted were not all similar, but the general campaign was the same. Different methods were adopted in different districts, and the plan of carrying these out was left largely to the agent's discretion, who, being familiar with his territory, knew the means most suitable for carrying on the work in that locality.

At various exhibitions held throughout the States were installed exhibits of Canadian-grown grain, roots, fruit, and vegetables. At these fairs, literature was distributed, and the demand for it, the care taken of it after receiving it, showed an appreciative interest. During the period of the war, our activities in placing exhibits and taking advantage of the invitations to exhibit Canadian products was not as extensive as before the war.

Realizing the deep and growing interest in the United States and having assurance of a welcome almost anywhere, I feel it would be a good time to increase our fair work. I will take the liberty at an early date of submitting a programme outlining places where exhibits could be installed to advantage. We have had assurance from several fair boards that they would gladly welcome the Canadian exhibit as one of their exhibition attractions. These come from the States in which we have never shown, and also from fair boards which at one time did not think it advisable to allow Canada to exhibit.

Our advertising propaganda has been carefully looked after. The best farm papers and high-class country weeklies were the mediums used.

" Canada West," our well-known periodical, containing entirely new matter each year, has had a wide circulation. The demand for it has been great, but we have been able to meet it.

I am confident in making the statement that Canada and Canada's resources, especially those of agriculture, through the efforts of the agents, by means of literature, advertising, lectures and exhibits, there has been established a line of work that has made Canada known throughout the United States in a way that could not have been accomplished by any other means.

The schools of the United States to-day are teaching about Canada in a manner never done before. At one time, what was taught of Canada was the extent of its icebergs, the wildness of its natives, and the general unsuitability for the existence of the ordinary white man. These errors are not taught now. Their geographies are revised. Grain fields, mining scenes, fruit orchards and pleasant homes are pictured, and the text matter is intended to show to the pupils that in the country across the line there lives a people as happy and contended as they are, enjoying privileges equal to their own and with an environment that makes them akin to themselves in this respect.

It is not too early to offer a prediction of what may be expected during the coming year. I feel that we will see an excellent class of settlers helping to fill up vacancies in the older settled districts and going forward into new localities, increasing land values, and a general tendency to further uplift the splendid conditions that now exist throughout the entire West. I base this largely on the foregoing statements which show that land prices in the United States are increasing to an extent that makes it possible for the owner to sell at good figures and secure equally as good land at about one-tenth the price. I feel that with the increased price of land in the United States, the rentals for land have also increased, and the renter feels that paying $12 to $15 per acre rent for land, and sometimes higher, is not a paying proposition, and he is looking around for another home. The cheap lands of Western Canada are an attraction.

We may not see the full benefit of our work until later in the season of 1919, but I confidently look for a steady movement beginning during the summer and fall months, and this will continue to grow.

It is not only the western portion of Canada that is attractive. In some of the Eastern and New England States, particularly, it is found that there is a great deal of interest being centred in the Eastern and Maritime Provinces. Quebec will get a large number of new people during the year, as also will New Brunswick and Nova Scotia, while the northern portions of Ontario will be largely benefited by the work of the Immigration Department. In Ohio and Indiana there is found to be some interest in Ontario lands, and it would not surprise me if there should be some movement in these States during the next fiscal year.

CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE

WORKS UNDER HIS CONTROL

FOR THE

FISCAL YEAR ENDED MARCH 31
1919

Submitted in Accordance with the Provisions of Chapter 39, Section 34,
of the Revised Statutes of Canada.

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

[No. 19—1920.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

I have the honour to lay before Your Excellency the Report of the Department of Public Works of Canada, for the fiscal year ended March 31, 1919.

I have the honour to be, sir,

Your Excellency's most obedient servant,

A. L. SIFTON,
Minister of Public Works.

OTTAWA, September 27, 1919.

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REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR ENDED MARCH 31, 1919.

DEPARTMENT OF PUBLIC WORKS, CANADA,

OTTAWA, September 25, 1919.

Hon. ARTHUR L. SIFTON,
Minister of Public Works,
Ottawa, Ont.

SIR,—I have the honour to submit the report of the Department of Public Works for the fiscal year ended March 31, 1919.

EXPENDITURE.

The total expenditure incurred by the department during the fiscal year 1918-19, on its various works of construction, maintenance, and operation amounted to the sum of $21,395,500.45, of which the sum of $8,492,503.87 is charged to the War Appropriation. The details of this outlay may be classified under the following subdivisions:—

Harbour and river works..	$ 3,181,348 90
Dredging, plant, etc..	677,500 29
Slides and booms..	56,168 70
Roads and bridges..	24,952 21
Public buildings..	7,466,679 35
Telegraphs..	789,883 40
Miscellaneous..	706,463 73
Total..	$12,902,996 58
Expenditure chargeable to War Appropriation, not included in above..	8,492,503 87
Grand total..	$21,395,500 45

It will be observed that the departmental expenditure on ordinary account was some one and one-half million dollars less than that of the preceding year, as a result of the continued application of the policy of retrenchment which has been carefully practised throughout the period of the war. Within the last four years, the expenditure of this department has been decreased by the enormous sum of $16,380,320.24, the outlay in 1915 having reached the sum of $29,283,316.82.

REVENUE.

The revenue for the year amounted to the sum of $530,482.61, and is made up as follows:—

Slides and booms	$ 16,763 45
Graving docks	72,428 04
Rents	101,664 28
Telegraphs	231,331 65
Casual revenue	108,295 19
Total	$530,482 61

There is an increase of $108,990.77 over last year's figures; the principal increase occurring under the headings of "Graving Docks," "Telegraphs," and "Casual Revenue," while the returns from "Slides and Booms," fell off from $26,187.92 in 1917-18 to $16,763.45 in 1918-19, a difference of $9,424.47. The Petawawa river returned $3,863.36 in 1917-18, while last year there was no timber at all on that river. On the Black river, roughly speaking, there was only one-third of the revenue received in 1917-18.

The last three years have been particularly trying to the producers of sawn lumber. Not only have they had to contend at times with low water, which makes driving arduous and expensive, but the cost of labour increased very rapidly; and, as the flower of the woodsmen went overseas, notwithstanding the greatly enhanced price paid for labour, the quality was not at all equal to the extra cost. Moreover, the cost of provisions was a very serious item. The department's information is that last winter it cost ninety-two cents per day to feed a man in the bush, or about one hundred and fifty per cent more than it did in 1914. It may be said that the prices obtained for sawn lumber fully compensated for the increased cost of production. Possibly this might be true, if it could have been marketed; but it is a recognized fact that no space whatever was available for the transportation of lumber overseas in 1916, 1917 and 1918; and, as the cost of labour and other materials had so rapidly increased, building operations were so largely curtailed that no market, but for a limited portion of the output of Canadian lumber, was obtainable either in Canada or the United States, and there was little or no transportation space available for shipment of lumber to South America. Taking all these facts into consideration, it is not a matter of surprise that last year the number of logs which passed through the Ottawa River works was the smallest on record. To counterbalance this, however, the quantity of pulp wood which came through was more than double that of the previous year.

In the revenue derived from dry docks, there was an increase of $15,943.88. One vessel alone—a Japanese boat, the *Canada Maru,* of 5,760 tons—was in the Esquimalt, B.C., dry dock from the 16th September, 1918, until the 11th January, 1919, one hundred working days, and the charges thereon were $17,170.60. This is the record for a single merchant vessel since this dock opened for business.

Towards the close of last season, a number of vessels belonging to the United States Shipping Board, which it was desired to get out to sea before the close of navigation on the St. Lawrence, caused quite a rush in the Levis dock from the beginning of December, 1918. The dock was occupied by these vessels up to December 22, 1918, the latest date on record.

The increase of $26,454.22 over last year in the Telegraph Revenue was derived chiefly from the western provinces. The lines in Alberta show an increase of $4,785.17; those in British Columbia of $8,042.63; while the Yukon yielded $12,313.71 more revenue than in the year 1917-18. This was mainly due to the activities of the Imperial Munitions Board on Queen Charlotte island in the production of aeroplane spruce.

The large increase in Casual Revenue is due principally to the sale of various items of plant, old immigration buildings no longer required, and scrap, together with rentals from dredging plant which was not in use by the Department during the last year.

From 1845 to 1854, the revenue from slides was collected by the Department of Customs through the collectors. In 1855, the collection was transferred to the Department of Crown Lands. In 1867, Confederation, the dues having ceased to be provincial revenue, the collection was transferred to the Department of Inland Revenue, but in 1868 it was arranged that the Crown Timber Office at Ottawa be continued as a Dominion Office, which would also collect all timber and slide dues for the three Governments, each Government paying an equal share of the office expenses. On the 19th August, 1889, an Order in Council was passed, transferring the collection of slide and boom dues to the control of the Department of Public Works. In April, 1895, the collection of revenue from graving docks and locks was placed under the charge of the Collector of Revenue. The collection of rents became a feature in 1902, and increased rapidly on the acquisition of the Sussex Street and Wellington Street properties; and, by Order in Council of the 27th April, 1909, the collection of rentals under leases granted by this Department and previously collected by the Inland Revenue Department, was transferred to the Department of Public Works.

HARBOUR AND RIVER WORKS.

The total expenditure in this branch of the Department of Public Works was $3,181,348.90, which is $2,370,425.07 less than last year's outlay.

The following is a list of works which have been completed during the year:—

Nova Scotia.—Battery Point, extension to south breakwater; McKay's Point, reconstruction of portion of breakwater; Margaree, breakwater; Meteghan, repairs to wharf.

Ontario.—Bayfield, renewal of south pier; Cobourg, repairs to east pier; Port Burwell, repairs to pier; Port Stanley, extension to breakwater.

British Columbia.—Esquimalt, coaling wharf; Squirrel Cove, small float; Vancouver, sprinkler system, sheds on wharf, shed on west side.

The following works were under contract, but unfinished at the end of the fiscal year:—

Nova Scotia.—Chimney Corner, wharf; Halifax, north slip King's Wharf, retaining wall and dredging; Inverness, extension to breakwater and dredging; Lower Kingsburg, breakwater, skidway and shed.

New Brunswick.—Back Bay, renewal of wharf; St. John Harbour; Courtenay Bay Breakwater extension, dredging, dry dock; Tynemouth Creek, reconstruction of western block.

Quebec.—Champlain dry dock; Laprairie, improvements to dyke; Verchères, wharf.

Ontario.—Burlington, repairs to pier; Cobourg, repairs to Langevin Pier; Toronto, Harbour Works.

Saskatchewan.—Sutherland, water supply system.

British Columbia.—Esquimalt, dockyard wharf; Fraser River, protection works to jetty; Hardy Bay, construction of float; New Massett, wharf; Victoria, shed on pier No. 3.

As a result of the disastrous explosion of a munitions ship, which occurred in the harbour of Halifax in December, 1917, the dry dock constructed by the Halifax Graving Dock Company, Limited, and completed in 1889, and the repair sheds and plant connected therewith, were practically destroyed. In view of the great importance of the port of Halifax as a naval base, and the fact that it was largely used by warships and war craft of all kinds, and by transports of His Majesty and his allies, and also as a rendezvous for ships needing convoy, it was urgently necessary for the purposes of the war that all facilities for the repairing of ships of war and other vessels should be effectively available with the least possible delay; and, in order to attain this object, an agreement was entered into with the owners of the dock, by which they agreed to proceed with its reconstruction and to furnish the sum of $111,000, which was the amount of insurance, towards the cost, provided the Government would supply the balance of the cost of reconstruction by way of subsidy; the company to relieve the Government of any alleged liability, as well as responsibility, for the operation and maintenance of the dock. However, the progress made by the company in the reconstruction of the dock was not satisfactory; and, in view of the urgency of restoring the port of Halifax to its former status as a naval base and rendezvous during the war, and preparing it to meet the greatly increased needs of shipping after the war, it was necessary for the Government to take steps to possess itself of the dock.

At this time a new company, known as the Halifax Shipyards, Limited, was formed, with the object of taking up shipbuilding and repairing on a large and modern scale. This company acquired the property immediately adjoining the dry dock, which formerly belonged to the Acadia Sugar Refinery, and proceeded to lay down three shipbuilding berths, upon which steel ships of approximately ten thousand tons could be constructed. The first of these ships, the largest hitherto built in Canada, will be ready for commission in or about the month of September, 1920, although the time limit specified in the contract is the 17th January, 1921.

It was considered advisable, when the provision of additional tonnage was so urgent and important in the public interest, to lease the dry dock property to the Halifax Shipyards, Limited, to be operated by that company in connection with its new enterprise. This was authorized by Order in Council under date of June 10, 1918, and the property was leased to the Halifax Shipyards, Limited for a period of one year, at a rental of $62,500 per annum; the lease to continue from year to year upon the same terms and conditions; the lessee binding itself to purchase the property for the sum of $1,250,000 at any time during the currency of the lease, upon a thirty-days' notification in writing from the Minister of Public Works.

DREDGING.

The sum expended under this heading amounted to $677,500.29, which is $728,337.87 less than the outlay of the previous year.

The further reduced expenditure on account of dredging during the past fiscal year indicated the continued endeavour on the part of the department to reduce expenditures, on account of the war. This is also shown by the fact that there were thirty-eight units of departmental dredging plant not in commission.

Due to this fact, a number of departmental tugs were released and placed at the service of other departments, by which they were needed in connection with their work. The steamers *Helena, Canso,* and *Speedy* were in service with the Department of the Naval Service, and the *Lisgar* with the Customs Department. The tugs *Point Ellice* and *Point Grey* were used by the Imperial Munitions Board in connection with the production of aeroplane spruce.

Other plants, not required by other departments, were rented to private parties at a considerable gain to the Government.

The expenditure on the Departmental Dredging Plant has been kept at the lowest possible limit consistent with economic efficiency. No new plant has been acquired or constructed, and a dredge and tug of the department, which had outlived their usefulness, have been dismantled.

Works of dredging have been confined to only such places as there was absolute and urgent necessity for work to be carried on. The improvement in the main channel of the St. Lawrence river, in Lake St. Louis, has progressed to such a point that the channel is now in good condition. The harbours of Port Stanley and Port Burwell, Ont., were maintained in the interest of the large coal traffic at those points, which is a source of considerable revenue to the Government.

An area of land was reclaimed in the harbour of Sydney, N.S., to enable the construction of a seaplane and kite-balloon station for defence purposes.

The channel at Shippigan Gully, which is of great service to the large fishing fleets passing that point, was finally brought to a state of completion.

Dredging operations have continued at the mouth of the Fraser river, British Columbia, to maintain a channel for navigation at that point.

The work of dredging the harbour of Fort William, Ont., was about completed, and will be finished to the extent originally planned during the course of the ensuing year.

At Port Arthur, very satisfactory progress was made in the dredging adjacent to the Richardson and Grain Growers' elevators. This work will be completed during the next season.

Special reports to the number of fifty-eight were forwarded during the year to the Departments of Marine and the Naval Service, covering works of dredging performed during the season for changes in conditions at various ports, so that mariners might be kept acquainted by means of alterations of charts and notices to mariners with such work as had been accomplished.

In the further interest of efficiency, various Departments of the Government, which have knowledge of a special nature relating to problems presented to this Department, have been consulted to considerable advantage.

Dredging operations were carried on at the following places, where an expenditure of $10,000 or over was made:—

Nova Scotia.—North Sydney (Kelly's Beach), and Yarmouth.

New Brunswick.—Cape Tormentine and Shippigan Gully.

Quebec.—Lake St. Louis and River St. Maurice.

Ontario.—Fort William, Port Arthur, Port Burwell, and Port Stanley.

British Columbia.—Fraser River sandheads; Skeena River, Steveston and Woodward Slough.

PUBLIC BUILDINGS.

The sum expended on the construction, maintenance, and repair of public buildings throughout the Dominion was $7,466,679.35, exclusive of military buildings, which shows an increase of $1,623,390.63 over the outlay made during the last fical year. Of this amount, $4,199,813.73 was expended on the construction and improvement of public buildings, and $3,266,865.62 in repairs and maintenance.

The following buildings were completed during the year:—

New Brunswick.—St. John post office, mail entrance.

Quebec.—Three Rivers, public building.

Ontario.—Ottawa Experimental Farm, storage building.

The following buildings were still under contract at the close of the fiscal year:—

Nova Scotia.—Lawlor's Island, pump-house and water supply.

Quebec.—Grosse Isle, boiler-house, two barns, and ice-house.

Ontario.—Ottawa, Soldiers' Civil Re-Establishment Building, Vittoria street, Hunter Building, O'Connor street; and the Parliament Buildings.

The department had considerable difficulty last firing season with its coal supply. The public buildings in Ottawa, and four hundred and nine public buildings outside of Ottawa, had to be taken care of.

Tenders were invited by public advertisement, and by letter addressed to every known dealer in Canada. They were opened on the 6th July, 1918. No tenders were received for the supply for public buildings in Ottawa, nor for one hundred and seventy-four of the public buildings outside of Ottawa. In many cases, the dealers stated they feared to tender because of the uncertainty of obtaining coal; many declared they had little or no hope of obtaining any anthracite coal and, therefore, would not tender.

The War Purchasing Commission sent Mr. A. E. Howard to Washington and the anthracite coal districts of the United States to endeavour to arrange for the importation direct from the mines of a sufficient quantity of coal to supply the public buildings in Ontario and Quebec, for which no tenders had been received. Owing to the shortage of anthracite coal, only eighty per cent of the quantity required in Ontario could be obtained. The deduction of twenty per cent in many cases would have decreased the tonnage below minimum carload tonnage. Arrangements finally were made to import only eighty per cent of our anthracite requirements for the province of Ontario as a whole. This was distributed as follows: The smaller towns received the full quantity required. What remained of the eighty per cent allowed was sent to larger centres, and bituminous coal was used wherever possible to cover the deficit in anthracite. In this, the Department of Militia and Defence came to the rescue by using bituminous largely, thus freeing the available anthracite coal for use in public buildings.

In Quebec, the situation as regards anthracite coal was more acute than in Ontario, bad as it was in that province. The local fuel controllers flatly refused to allow any building more than seventy per cent of the anthracite usually consumed. This so decreased the tonnage that but few places could get a minimum carload. Finally, hope of securing any anthracite had to be abandoned, and bituminous coal was used instead. Its use gave much trouble and considerable dissatisfaction, but, fortunately, the winter was comparatively mild and nobody suffered seriously.

In the Maritime Provinces very little anthracite coal was supplied. In many cases local dealers could not supply coal of any sort, and arrangements were made with the Dominion Coal Company, Limited, to supply run-of-mine bituminous coal at $5 per ton, f.o.b. cars at Springhill Junction, N.S.

In Manitoba, Saskatchewan, Alberta, and British Columbia, Canadian coal was used, except at two or three of the Experimental Farms and Forestry Stations, where it was insisted that anthracite was absolutely necessary. Persistent efforts resulted in obtaining a supply from local dealers.

The clearing of customs, payment of freight, unloading and cartage of coal imposed upon the caretakers work to which they were unaccustomed. Upon the whole, they performed their duties promptly and satisfactorily.

In towns where the quantity required was less than a minimum carload, the caretakers were instructed to keep after the local dealers for a supply, at prices not exceeding those paid by other consumers. In every case they secured a sufficient supply. In Ontario there were seventeen such towns; in Quebec, thirteen; in the Maritime Provinces, nine; in Manitoba, four; in Saskatchewan, two; in Alberta, four; and in British Columbia, six.

The price fixed for anthracite, imported by the War Purchasing Commission, ranged from $4.80 to $5.55 for egg coal, $5.05 to $5.80 for stove coal, and $5.15 to $5.90 for nut coal, per gross ton of 2,240 pounds, f.o.b. at the mines. Altogether, 20,039 tons of coal were imported by the War Purchasing Commission for this department.

MILITARY HOSPITALS.

Prior to April 1, 1918, the construction and equipment of military hospitals was under the direction of the Military Hospitals Commission. As the building department had become a large and increasing one, it was decided to have it merged with the Chief Architect's Branch of the Public Works Department. This change was authorized by Order in Council (No. P.C. 433), and on April 1, 1918, the staff, plans, and documents were transferred to this department.

At that time, the Department of Militia and Defence furnished a schedule showing all projects under construction, with proposed and required additions to same, to be erected in various cities throughout the Dominion, providing for additional hospital accommodation of 8,501 beds, involving an additional expenditure of

$5,292,000. There was also transferred to this department by the Military Hospitals Commission the sum of $1,723,380.14, making the total appropriation for military hospital works $7,015,380.14.

HOSPITALS UNDER DEPARTMENT OF MILITIA AND DEFENCE.

The following buildings were completed during the year:—

Nova Scotia.—Rockhead Infirmary, being an addition to the existing hospital.

Prince Edward Island.—Charlottetown, addition to old Government House and one new ward building.

New Brunswick.—Fredericton, alterations and additions to old Government House; St. John, alterations to armouries and Martello hotel.

Ontario.—Burlington, the Brant House was acquired and improved, and two buildings were erected; Toronto, St. Andrew's College building purchased and improved.

Alberta.—Edmonton, Alberta College converted; Strathcona, City Hospital enlarged; Wetaskiwin, alterations made to hotel.

British Columbia.—Esquimalt, Government buildings altered and improved; Qualicum and Resthaven, alterations made in Country Clubs; Vancouver, Shaughnessy, a large school and Fairmont Institution were altered.

The following buildings were still under contract at the close of the fiscal year:—

Nova Scotia.—Camphill Military Hospital.

Quebec.—Ste. Anne de Bellevue.

Ontario.—Toronto, Dominion Orthopædic Hospitals buildings raised two storeys and several new buildings erected; Kingston, Sydenham Hospital.

Manitoba.—Winnipeg, Tuxedo Park, eight buildings erected.

HOSPITALS UNDER DEPARTMENT OF SOLDIERS' CIVIL RE-ESTABLISHMENT.

The following buildings were completed during the year:—

Quebec.—Lake Edward Sanatorium, two pavilions erected.

Ontario.—Freeport, near Kitchener, pavilion erected and sanatorium improved; Kingston, new pavilion to Mowat Sanatorium.

Saskatchewan.—Regina, Earl Grey Sanatorium, two buildings added to a school building which was remodelled.

Alberta.—Balfour, a pavilion erected and a hotel building improved; Frank Sanatorium, hotel altered.

The following buildings were still under contract at the close of the fiscal year:—

Nova Scotia.—Bellevue Hospital, Halifax, being improvements to an old home owned by the Provincial Government.

Prince Edward Island.—Dalton Sanatorium, North Wiltshire, loaned to Government.

New Brunswick.—Riverglade, Jordan Memorial Sanatorium, alterations made in 1918; St. John County Hospital, altered and enlarged.

Ontario.—London, Westminster Hospital buildings, five under contract.

A number of other buildings, loaned to or leased by the Military Hospitals Commission, and improved or altered, were, on the 1st April, 1918, transferred to the control of the Department of Public Works:—

MILITARY HOSPITALS UNDER THE DEPARTMENT OF MILITIA AND DEFENCE.

Nova Scotia.—Halifax, Pine Hill Hospital; Sydney, Moxham House; Sydney, Ross House.

Ontario.—Kingston, Elmhurst, rented and fitted up; Kingston, Queen's University, rented two buildings, remodelled them and built one; London, alterations made to Victoria General Hospital; Ottawa, Fleming Home, one building loaned, other rented, and vocational building erected; St. Catharines, Oakhill loaned and improved.

Manitoba.—Winnipeg, Deer Lodge,, loaned and alterations made.

Saskatchewan.—Regina, Episcopal College loaned for convalescent hospital.

MILITARY HOSPITALS UNDER THE DEPARTMENT OF SOLDIERS' CIVIL RE-ESTABLISHMENT.

Quebec.—Montreal, Loyola College and Grey Nuns buildings leased and altered; Ste. Agathe, Laurentide Inn. altered and two wings built (afterwards purchased by S.C.R.).

Ontario.—Cobourg, loaned by Ontario Government, building remodelled and six buildings erected; London, Byron Sanatorium (owned by Health Association), vocational building and pavilions erected; Newmarket, hospital owned by Society of Friends, remodelled.

BARRACK BUILDINGS.

The following barracks were erected for the Department of Militia and Defence during the year:—

Nova Scotia.—Halifax, temporary barracks; and Halifax testing building.

New Brunswick.—St. John, barracks and garage.

Quebec.—Cove Fields barracks.

Ontario.—Kingston, temporary barracks; London, temporary barracks; Toronto, temporary barracks.

Alberta.—Calgary, detention cell building.

British Columbia.—Esquimalt, barracks.

The following buildings were erected for the Department of Naval Service during the year:—

Nova Scotia.—Naval Stations, Eastern Passage; Halifax County, naval stations, North Sydney.

British Columbia.—Esquimalt, naval college, detention building and central heating plant.

RECONSTRUCTION OF PARLIAMENT BUILDINGS, OTTAWA.

There has been steady progress made during the last year on the reconstruction of the Parliament Buildings. All the trades have kept apace of each other, with the exception of the interior stone and marble work, which has not advanced as rapidly as the other trades.

The four upper floors were completely plastered by the middle of May, and early in July, 1919, the setting of the wood trim was commenced on the fourth floor.

The Commons Chamber, committee rooms, and main corridors, with the exception of the main entrance hall, will be ready for occupation by February, 1920.

The power-house, at the foot of Cliff street, is practically completed, the boilers being fired for the first time on September 10, 1919. In addition to heating the Parliament Buildings, this plant will also supply heat to the following Government office blocks; Department of Soldiers' Civil Re-Establishment, on Vittoria street; the Supreme Court, East and West blocks, the Langevin block, and the city post office.

Regarding the Main Tower, the foundations have been constructed and the corner stone of the tower was laid by His Royal Highness the Prince of Wales on September 1, 1919. It is impossible to get enough skilled mechanics to proceed with the stone work on the tower and the interior stone work at the same time.

Since the laying of the corner stone of the building, on September 1, 1916, by His Royal Highness the Duke of Connaught, two winter seasons have intervened, when all outside work had to be closed down.

In view of the fact that the reconstruction of the Parliament Buildings is under the direction of a Joint Committee of Parliament, and no detailed report of the progress of the work during the year is included elsewhere in this volume, it is appropriate that some further particulars be given in this report.

At the time of closing down the masonry work for the winter of 1917-18, the exterior walls of the main building were completed to the main cornice, and the interior court walls up to the roof level, the copings only not being set. The four north towers, the front pavilion towers, the chimneys, and the pent-houses above the roof level were also incomplete.

Work was resumed on the masonry at the beginning of April, 1918, and, with the exception of the main tower, all the exterior masonry is now complete, the building having been cleaned down and pointed by the end of August, 1918.

The structural steel work, which, at the end of May, 1917, had been completed, except for minor sections of rooms, etc., is now fully completed.

The fireproofing of roof surfaces was continued during the spring and summer of 1918, and completed in August, 1918, and the laying of the composition and copper roof covering completed in November, 1918. The finials, crestings, etc., were completed in the spring of 1919.

Terra-cotta floor arching and floor fill, the laying of which commenced on September 25, 1917, were completed by September 18, 1918. The furring and partition work has been practically completed throughout all floors, with the exception of the ground floor, where about two-thirds of the work has been finished.

The installation of the electrical work was commenced on January 17, 1918. Practically the whole of the conduit has been installed, panel boxes are completed, wires drawn, primary switchboard erected. The main switchboard has been received on the site, but is not yet installed.

Plastering was commenced on August 1, 1918. With the exception of the dining room and kitchen, the plastering is practically completed on the first, second, third, and fourth floors. The rooms at the eastern end of the main floor are not yet plastered, and certain portions of the ground floor are still to be completed. It is expected that the whole of this work will be done in about six weeks from date.

The flooring in the offices throughout the building, with the exception of the main floor and portions of the ground floor, has been laid. The laying of battleship linoleum on these floors was commenced on the fourth floor on the 1st of September, 1919.

Practically all the marble floors from the main floor up are completed. The ground floor corridors are still to be finished. The ashlar dadoes in the second- and third-floor corridors are still to be completed, the work being in progress at the present time on the office-block corridors of the third floor.

The marble in the lavatories, and for safes and backs of radiators, comes under a separate contract from the above. To date, the radiator safes and backs in the majority of rooms on the first, second, third, and fourth floors have been set. All lavatories are practically completed, except on the main and ground floors.

The setting of the interior stonework was begun in the West Division Lobby and Commons Entrance Hall on October 17, 1918. The stonework has been completed throughout the main floor, with the exception of the Main Entrance Hall and staircases, Senate Chamber, and Senate Hall. Work is now in progress in the Senate Chamber and Senate Entrance Hall, where it is expected all stonework will be set by November 30, 1919. The stonework in the corridors on the first floor is completed, with the exception of the Senate light well corridors. The stone arches, etc., in the upper corridors are all completed. In the Commons Chamber, stone setting was begun on January 22, 1919, and is now well advanced.

The contract for plumbing was awarded on September 20, 1917. Work has been carried on continuously since that time. All pipe installation has been completed, and a great number of the fixtures set. The setting of the remainder will follow close on the completion of the marble in the lavatories.

The contract for heating and ventilating work was awarded on March 25, 1918. The installation is practically complete. The radiators remaining to be set will be installed upon the receipt of the balance of the marble radiator safes and backs. The building is now being heated from the power-house. As it was impossible to obtain boilers for the power-house last year, owing to prohibition of the use of boiler plate for other than war work, a temporary boiler-house was erected on the site, and old boilers were made use of for a temporary hot-water system, which was attached to the permanent mains in the building. This temporary system was put in operation in December, 1918. The ventilating duct work is practically completed. All fans, air washers, etc., have been installed, and will be in use during the month of October.

All steel casements and metal-covered windows throughout the building have been installed and glazed, with the exception of those in the tower connection.

The elevators in the office blocks are installed, except for the cabs, which have been delivered at the building.

The Central Heating Plant: Rock excavation for the power-house building on Cliff street was commenced January 8, 1918, and completed May 29, 1918. Concrete foundations and framing work were commenced on May 28 and completed October 30, 1918. Masonry work was commenced on August 7 and completed on October 21, 1918, with the exception of pent-houses and yard wells, which were built in May and June, 1919. The chimney stack was completed on November 2, 1918. The plumbing and electric conduit work are practically completed. The boilers were installed during the summer of 1919, and were fired for the first time on September 10, 1919. Excavation of the heating tunnel was commenced at the western end of Vittoria street on April 16, 1918. On October 9, 1918, the tunnel connecting the power-house to the Centre Block, and that connecting the Centre Block to the East Block, were completed.

Unsettled conditions of labour throughout the year had to be contended with, but generally a sufficient force was maintained. The daily average of the force employed by the general contractors was six hundred and two men.

During the year, there were held twenty-six meetings of the Advisory Board, and thirteen of the Joint Parliamentary Committee on the Reconstruction of the Parliament Buildings.

In addition to the contracts mentioned in last year's report, the P. Lyall and Sons Construction Company, Limited, as general contractors for this work, have, with the approval of the Joint Parliamentary Committee, entered into the following sub-contracts since the first of April, 1918:—

On April 9, 1918, authority was given to enter into a contract with Messrs. McFarlane and Douglas, Limited, Ottawa, for bronze-covered frames and sashes, at $32,500.

On April 12, 1918, authority was given to enter into a contract with Messrs. Ahearn and Soper, Limited, Ottawa, for electric wire and cable, at $21,500. This contract was completed July 31, 1918.

On April 12, 1918, authority was given to enter into a contract with the Peck Rolling Mills of Montreal, for reinforcing steel, at $12,870. This contract was completed August 6, 1918.

On April 23, 1918, authority was given to enter into a contract with Messrs. Goldie and McCulloch, Limited, Galt, Ont., for four boilers and stokers for the central heating plant, at $83,362.

On April 23, 1918, authority was given to enter into a contract with John R. Hoidge, of Toronto, for marble dado work, at $85,781.54.

On May 1, 1918, authority was given to enter into a contract with Messrs. Ahearn and Soper, Limited, Ottawa, for switchboards, panel boards, and transformers, at $39,414.

On May 1, 1918, authority was given to enter into a contract with Messsrs. H. Dupuis and Son, of Hull, Que., for 2,000 cubic yards of sand, at $1.50 per cubic yard. Total amount paid, $4,321.15.

On May 1, 1918, authority was given to enter into a contract with the Rideau Canal Supply Company for 5,000 cubic yards of sand, at $1.50 per cubic yard. Total amount paid, $8,046.75.

On May 1, 1918, authority was given to enter into a contract with the Canadian General Electric Company, Limited, Ottawa, for electric conduit and fittings, at $5,152.50.

On May 6, 1918, authority was given to enter into a contract with the Canadian Construction Company, Limited, of Ottawa, for the rental of cement gun plant, at $35 per working day. Total amount paid, $4,427.50.

On May 14, 1918, authority was given to enter into a contract with the Trussed Concrete Steel Company, of Canada, for rolled steel casements, at $80,000.

On July 5, 1918, authority was given to enter into a contract with Messrs. Bryson and Graham, Limited, of Ottawa, for battleship linoleum, at $52,981.25.

On July 5, 1918, authority was given to enter into a contract with the Luxfer Prism Company, of Toronto, for exterior leaded glazing, at $7,317.

On July 5, 1918, authority was given to enter into a contract with Messrs. Ahearn and Soper, Limited, of Ottawa, for lighting fixtures, at $23,859.77.

On July 5, 1918, authority was given to enter into a contract with the Ottawa Fireproof Supply Company, of Ottawa, for 1,000 tons (more or less) of Hardwell plaster, at $10.80 per ton. Total amount paid, $12,389.19.

On July 5, 1918, authority was given to enter into a contract with the Aikenhead Hardware Company, of Toronto, for hardware, at $45,145.40.

On July 5, 1918, authority was given to enter into a contract with the Consolidated Plate Glass Company, of Toronto, for plate glass, at $15,360.

On July 5, 1918, authority was given to enter into a contract with the Custodis Canadian Chimney Company, of Montreal, for the chimney for the central heating plant, at $8,400. Completed November 2, 1918.

On July 5, 1918, authority was given to enter into a contract with the Hull Wall Plaster Company, of Hull, Que., for 1,900 tons (more or less) of Nail-a-Crete flooring material, at $19.61 per ton net. Total amount paid, $17,248.17.

On July 26, 1918, authority was given to enter into a contract with the Canadian Wire and Iron Goods Company, Limited, of Hamilton, for iron stairs and ladders, at $33,700.

On July 31, 1918, authority was given to enter into a contract with Messrs. Henry Morgan and Company, Montreal, for interior doors and trim, at $85,712.72.

On July 31, 1918, authority was given to enter into a contract with Messrs. C. Wilson and Son, of Toronto, for auto-truck weighing scales for power-house, at $549.

On August 1, 1918, authority was given to enter into a contract with the Campbell Steel and Iron Works, of Ottawa, for three water storage tanks for the pumping system, at $9,400.

On August 14, 1918, authority was given to enter into a contract with the Canadian Agency and Supply Company, of Ottawa, for pipe supports in the heating tunnel, at $6,045.35.

On August 14, 1918, authority was given to enter into a contract with the Canadian Link Belt Company, of Toronto, for coal and ash handling equipment, at $20,037.

On August 14, 1918, authority was given to enter into a contract with the Mariotti Marble Company, of Montreal, for lavatory marble, at $81,500.

On September 20, 1918, authority was given to enter into a contract with Messrs. Ahearn and Soper, Limited, of Ottawa, for switch boards, panel boards, etc., for the central heating plant, at $4,785.

On August 1, 1918, authority was given to enter into a contract with Arthur S. Leitch, of Toronto, for two pumps and controls for house pumping system, at $2,738.

On September 20, 1918, authority was given to enter into a contract with H. H. Symes Company, of Montreal, for mastic roofing for the central heating plant, at 38 cents per square foot. Approximate cost, $4,350.

On October 1, 1918, authority was given to enter into a contract with W. J. McGuire, Limited, of Toronto, for plumbing pipes and fixtures for the central heating plant, at $3,990.

On October 2, 1918, authority was given to enter into a contract with the Architectural Bronze and Iron Works, of Toronto, for elevator enclosure doors, at $61,000.

On October 2, 1918, authority was given to enter into a contract with the Canadian Welding Works, Limited, of Montreal, for iron stairs and ladders for the central heating plant, at $6,000.

On October 11, 1918, authority was given to enter into a contract with the Wallace Sandstone Quarries for marble flooring, flagging and borders, at $217,797.65.

On January 18, 1919, authority was given to enter into a contract for register faces and grilles with the Tuttle and Bailey Company, at $11,000.

On January 18, 1919, authority was given to enter into a contract with the N.Y. Continental Jewell Company, for water filters, at $3,012.

On January 15, 1919, authority was given to enter into a contract with the Horwood Glass Company, of Ottawa, for polished glass, at $642.

On January 16, 1919, authority was given to enter into a contract with the A. B. Ormsby Company, of Toronto, for steel sashes, doors and partitions, at $3,688.

On January 18, 1919, authority was given to enter into a contract with the Standard Underground Cable Company, of Hamilton, for wire and cable, at $6,403.83.

On March 6, 1919, authority was given to enter into a contract with the Canadian Cutler Company, of Montreal, for mail chutes, at $4,730.

TELEGRAPHS.

During the year there have been added forty-six miles of new line in the province of British Columbia, as follows:—

Waneta-Pend d'Oreille	14 miles.
Edgewood-Renata	32 "
	46 miles.

There is now a total mileage of 12,093¾ miles, and the offices number 1,122. The messages sent during the year aggregated 507,027, as compared with 448,797 during the preceding fiscal year, or an increase of 58,230 messages.

The expenditure on maintenance was $739,907.07, as against $732,158.47 in the previous year, an increase of $7,748.60.

The revenue shows an increase of $26,454.22 over 1917-18.

The telephone, telegraph, and conjoint offices on the system are as follows:—

	1919.	1918.	
Telephones	681	665	Inc. 16
Telegraph	389	389	
Conjoint	52	52	
	1,122	1,106	

NATIONAL GALLERY.

Since the destruction of the Parliament Buildings by fire, and the occupation of the Victoria Memorial Museum building by the Senate and House of Commons, the National Gallery of Canada has been placed at a disadvantage through its inability to exhibit works of art now owned by the Government. As explained in my report for 1918, the Trustees of the Gallery have concentrated their energies on the development of loan exhibitions to any gallery or body having proper facilities for exhibiting. Within the past year, works of art were sent out to the following places: Moose Jaw and Regina, Saskatchewan; Winnipeg, Manitoba; Port Arthur, Fort William, and Hamilton, Ontario; Sherbrooke, Quebec; and St. John, New Brunswick; while a special exhibit of thirty-four Canadian pictures was sent to St. Louis, Missouri; Muskegon, Michigan; Minneapolis, Minnesota; Chicago, Illinois; and Milwaukee, Wisconsin. A further collection of seventy-five pictures was sent to the Art Museum of Toronto, from January 7 to February 23, 1919. All these exhibitions were highly successful, and the continual increase in the applications for them is evidence of a growing desire for artistic knowledge. Several works have been acquired by gift, and twenty-eight drawings have been purchased.

On the completion of the reconstruction of the Parliament Buildings, the National Gallery will probably again occupy the space formerly allotted for that purpose in the Victoria Memorial Museum building, until such time as normal conditions return, when, undoubtedly, every effort will be made to advance interest in art as well as science and literature, which should keep pace with Canada's anticipated advancement in trade and commerce.

Appended to this report will be found detailed statements from the different branches, giving full particulars of the various works carried out by the department during the year.

I have the honour to be, sir,

Your obedient servant,

J. B. HUNTER,
Deputy Minister.

PUBLIC BUILDINGS.

By R. C. WRIGHT, Chief Architect.

NOVA SCOTIA.

Halifax—Lawlor's Island Quarantine Station.—In August, 1918, a contract was entered into for the construction of an artesian well, a pump house, a pumping engine, a shelter building, and the necessary connections from pump to main water service pipe and to plumbing in building. These works are still in progress.

Public Buildings Generally.—The electric lighting of the Halifax custom house was largely renewed. At the following buildings the walls and ceilings were tinted and the woodwork painted, either wholly or in large parts; Inverness post office, Kentville, Liverpool, New Glasgow, North Sydney public buildings, and Pictou custom house, Springhill, Truro, Windsor, and Yarmouth public buildings.

Furniture and fittings were provided and minor additions, alterations, and renewals made at the foregoing, as well as at Pictou post office, Shelburne, Wolfville, and Westville public buildings.

Minor repairs were made throughout the following buildings: Arichat public building, Antigonish, Baddeck, Glace Bay, Halifax immigration shed, pier No. 2, Lunenburg, Parrsboro, and Sydney public buildings.

NEW BRUNSWICK.

Marysville Public Building.—An arrangement was effected with the Canadian Cottons, Limited, to tap their water supply pipe and connect therefrom to the Dominion building water service, a distance of 325 feet. Previously the water supply depended on a spring some distance away.

St. John Post Office.—An extension 28 feet by 13 feet 6 inches and one story in height was made from the rear for the reception and delivery of mail. A number of partitions were erected in attic, to form offices.

Public Buildings Generally.—At the following buildings the walls and ceilings were painted or tinted and the woodwork painted: Chatham public building, Dalhousie, Fairville, Fredericton public buildings and custom house, Milltown, Marysville, Newcastle and Woodstock public buildings, and St. John savings bank.

At the foregoing, as also at Bathurst, Campbellton, Grand Falls, Hartland, Hampton, Hillsboro, Moncton, St. Stephen public buildings, St. John custom house, St. John old post office, St. John immigration buildings, Sussex post office, Tracadie Lazaretto, and Woodstock public building, repairs and renewals were made to masonry, brickwork, glazing and joinery, and furniture and fittings were provided.

QUEBEC.

Grosse Isle Quarantine.

New Boiler-house, Western Division.—A contract was entered into October 28, 1918, for the construction of this building, which work is still in progress. It measures 52 feet in breadth by 53 in depth, situated adjoining the original boiler-house, and contains, in addition to the original three boilers, electric apparatus and waterworks pump, two new steam boilers of 100 horse-power each.

Middle Division.—Two new barns were constructed, one of which measures 29 by 24 feet, provided with a hay loft, and the other 14 by 18 feet. An ice-house, 74 by 12 feet, was built for use of the superintendent.

Eastern Division Hospital.—One hundred and thirty feet of drain was laid 5 feet in depth through rock, with 6-inch pipe.

Generally.—Seven artesian wells of a total length of 250 feet were bored at different parts of the island and furnished with 850 feet of suction pipe and 8 pumps.

HULL.

Stewart Homestead, Mountain Avenue.

The old stone farmhouse was altered and made suitable for offices for the veterinary staff of the Department of Agriculture. Two barns were altered and added to, to conform to the requirements of this staff. The office building had a water service from the Hull waterworks, as also entirely new drainage, plumbing, electric lighting, and hot-water heating.

THREE RIVERS.

Public Building.

This building, which was described in the report of this office for 1914-15, is completed, fitted up, and occupied.

QUEBEC.

Post Office.

This building, which was described in a report of this office of 1913-14, has been completed, fitted up, and occupied.

ONTARIO.

Ottawa.

Central Experimental Farm.—A contract was entered into on the 19th November, 1918, for the erection of a root, seed, and implement storage building on site adjacent to the agricultural building. It is to be a two-story wooden building on a concrete basement measuring 64 feet by 25 feet on plan, and consists on the ground floor of an implement room and a canning room; on the first floor, one large drying room; in the basement are the root cellars, having a humidifying chamber below the floor; lighting will be by electricity.

Soldiers' Civil Re-establishment Building.—A contract was entered into in December, 1918, for the construction of this building, which is situated on corner of Bank and Vittoria streets, having frontage of 42 feet on Vittoria by 120 feet on Bank street and 110 feet on lane. The building is of wood, three stories, on a concrete basement. It is heated by steam and lighted by electricity.

Hunter Building.—On August 13, 1918, a general contract for the construction of this building on a site with frontages 198 feet on O'Connor, Queen, and Albert streets, was entered into, and the work is still in progress. That portion of the property on O'Connor and Queen streets, with frontages of 99 feet, was previously the property of the Government, and before proceeding with the construction of the Hunter building it was necessary to demolish the Marine museum, which was situated thereon. The building measures 198 by 150 feet, and has a central court 48 by 96 feet. The building consists of 9 stories and basement, is constructed with a steel frame, a concrete basement, a ground and first floor of Indiana limestone with brick backing, and the remaining stories brick facing with tile backing. The construction is fireproof throughout. A vacuum heating system, electric lighting, and elevators are installed. The building is designed for use as offices to accommodate the Public Works, Civil Service Commission, Marine and Naval Service. The basement contains boiler room, fuel room, machine room, storage, and a small number of offices. The basement portion of the central court is roofed in for use as storage. Plans and specifications supplied and work supervised by the Chief Architect's staff.

Fort William.

Public Building.—In November, 1918, a contract was entered into for the construction of an elevator which has since been completed.

Port Arthur.

Public Building.—In November, 1918, a contract was entered into for the construction of an elevator which has since been completed.

Generally.

All the public buildings throughout the province had usual and ordinary repairs, while in a large number, items of expenditure were incurred for extensive renewals, heating, plumbing, sidewalks, drainage, etc.

SASKATCHEWAN.

Generally.—At Regina the offices were fitted up in the old Royal Bank for the Assistant Receiver General, provided with a burglar alarm system. Cleaning, tinting, and painting of woodwork and plastering were effected at Battleford public building, Gravelbourg, Lloydminster, Melfort, Moosejaw, Regina, the Sutherland nursery station, and Humboldt public building. Electric elevators were installed at the Receiver General's office, Regina, and the public building Saskatoon. Storm porches were supplied to Battleford post office, Maple Creek public building and Yorkton.

BRITISH COLUMBIA.

Esquimalt.

Work-Point Barracks.—A contract was entered into on August 15, 1916, for the erection of a detention building for eighteen prisoners. It is of wood, on a concrete foundation. The building is heated by hot water, has hot and cold-water services and electric light.

Alterations of the eighteen married quarters brick huts, and five wooden married quarters huts, covering rearrangement of partitions and doors and the provisions of new heating, plumbing, painting, papering and tinting were effected.

Cadets' College.—A contract was entered into on September 3, 1918, for alterations of and additions to the drill hall and naval yard to provide dormitories, offices, kitchens, store-room, gun-room, officers' quarters, etc., complete for the educational building. On October 7, 1918, a contract was entered into for the erection of the boiler-house, chimney stack, and central heating plant, to serve cadets' dormitory and educational building. The storekeeper's residence was altered to provide a hospital for naval cadets.

Vancouver.

Old Post Office building.—To accommodate the platinum furnaces in the assay office, the ground floor was enlarged by extending the gas room 10 feet across the lane to adjoining building, and equipping the room with furniture and fittings.

William Head.

Quarantine Station.—Two minor-disease hospitals and one scarlet-fever hospital, with sewer and septic tank, were erected during the fiscal year. The sewer of disinfecting building was extended 40 feet, and the disinfecting building was refloored.

Generally.—At Atlin public building the outside stairs were enclosed and outside ladders supplied. Cleaning, painting, and tinting were done at Cumberland and Nanaimo public buildings.

Minor usual and ordinary repairs and renewals were made to the following buildings: Ashcroft public building; Cloverdale immigration office; Chilliwack, Comox and Cranbrook public buildings; Douglas immigration building; Fernie, Field, Glacier, Grandforks, Greenwood, Ladysmith, North Vancouver, Port Alberni, Revelstoke and Sicamous public buildings; Summerland Experimental Farm; Union Bay and Vernon public buildings.

MILITARY HOSPITALS.

Prior to April 1, 1918, the construction and equipment of military hospitals was under the direction of the Military Hospitals Commission. As the building department had become a large and increasing one, it was decided to have it merged with the Chief Architect's branch of the Public Works Department.

This change was authorized by Order in Council, No. P.C. 433, and on April 1, 1918, the staff, plans, and documents were transferred to this department.

At that time, the Department of Militia and Defence furnished a schedule showing all projects under construction, with proposed and required additions to same, to be erected in various cities throughout the Dominion, providing for additional hospital accommodation of 8,501 beds, involving an additional expenditure of $5,292,000. There was also transferred to this department by the M.H.C. the sum of $1,723,380.14, making the total appropriation for Military Hospital works, $7,015,380.14.

A copy of this schedule follows:—

PLANS PROPOSED AND APPROVED.

Military District.	Name of Hospital.	Under construction.		Contracts let.		Appropriation made.		Appropriation required.		Addition required.	
		Beds.	Expended up to Jan. 31, 1918.	Beds.	Cost.	Beds.	Cost.	Beds.	Cost.	Beds.	Cost.
1	New Military, London		$ 8,257 44			300	$343,400 00	300	$240,000 00	400	$ 180,000 00
2	National Cash Registry		25,000 00	1,000			680,000 00				
	High Park							995	796,000 00		
	Long Branch Convalescent									1,378	620,000 00
3	Ongwanada									450	360,000 00
	St. Luke's, Ottawa									72	32,400 00
	Convalescent, Ottawa									260	119,700 00
4	Ste. Anne de Bellevue	600	134,199 60				566,100 00	300	240,000 00	1,100	628,000 00
5	Savara Park									186	171,000 00
6	Camp Hill	300	88,433 61				205,000 00			279	185,750 00
	Charlottetown	200					131,000 00				
	Moxham, Convalescent, Sydney									100	45,000 00
7	Fredericton Military	450	75,209 49				198,000 00			op'g.	5,000 00
10	Manitoba Military					300	500,500 00	300	240,000 00	1,232	662,500 00
11	Esquimalt Convalescent							340	224,750 00		
Sh.	Shaughnessy	222	45,000 00								
12	Moosejaw Convalescent									150	75,000 00
	Regina Military (New)									359	274,950 00
13	Sarcee Camp (Calgary)					300	295,600 00	300	192,000 00		
		1,772	$376,100 14	1,000		900	$2,919,600 00	2,535	$1,932,750 00	5,966	$3,359,400 00

SUMMARY.

Additional beds to be provided for which there is no appropriation.—8,501 at an estimated cost of $5,292,150.

The I.S.C. have approved plans and recommended further appropriations as follows:—

M.D. No. 2	$ 54,000	For High Park in plans for 1,040 beds.
M.D. No. 6	134,000	Administration building.
M.D. No. 7	5,000	Alterations to building to be used as nurses' residence.
M.D. No. 11	151,350	Principally for vocational buildings.
M.D. No. 13	64,000	Service and vocational buildings at Edmonton.
	194,000	Subsidiary buildings at Calgary.

OTTAWA, April 1, 1919.

The work was carried on according to the above programme up to the date of the signing of the armistice, after which there were many retrenchments, certain projects being altogether abandoned.

Following is a brief summary of the work, classified according to provinces.

NOVA SCOTIA.

Camphill Military Hospital, Halifax.—This hospital is erected on a site owned partly by the city of Halifax and partly by the Federal Government.

Prior to April 1, 1918, the M.H.C. had erected a 300-bed hospital, and additional 300-bed wards were in process of erection, which the Department of Militia and Defence decided to increase by a further 400 beds at an estimated cost of $300,000. Plans were drawn and contracts let amounting to $551,586, covering the necessary wards, also administration and staff accommodation.

In December, 1918, this accommodation was cut down to the original size, and only administration and staff accommodation erected at the contract price of $289,608.92. This work is now almost completed.

Rockhead Infirmary Hospital; Halifax.—An existing hospital centre has been increased by the erection of a three-story building at a cost of $63,202.60.

This is now ready for occupancy, and will become a permanent addition to this centre.

Bellevue Military Hospital, Halifax.—An old Government building was remodelled for hospital purposes, under instructions from the Department of Soldiers' Civil Re-Establishment. It provides accommodation for 75 patients and all branches of hospital work, at an approximate cost of $120,000. Work is now proceeding.

Considerable work was also done in connection with pier No. 2 discharge depot, and Pine Hill military hospital, Halifax, and also Moxham and Ross house, Sydney, C.B., at an approximate expenditure of $12,500.

PRINCE EDWARD ISLAND.

Charlottetown.—The work here was commenced by the M.H.C. and completed by this department. It consisted of the remodelling of old Government House and the erection of wards with accommodation for 200 beds and for medical and surgical departments, the erection of a new recreation building, the remodelling of other existing buildings for vocational purposes, and also providing for new sewer, water, and electric light service. Total cost $300,000.

Dalton Sanitarium, North Wiltshire.—Alterations and additions to an existing sanitarium were undertaken by the M.H.C. and continued by this department, being now practically complete. The work included a central power and heating plant and water system, a new vocational building and alterations to M.O's residence and administration building. Total expenditure, $265,000.

NEW BRUNSWICK.

Fredericton.—Here, the old Government House was renovated and enlarged, and two new wards and service building erected, providing about 400 beds and accommodation for all departments. A new recreation hall was also erected, and certain old buildings remodelled for vocational purposes. Work started by the M.H.C. and completed by this department with expenditure of $232,000.

St. John's County Hospital, St. John, N.B.—The work here comprised additions and alterations to the existing hospital, and the erection of new buildings for nurses and medical officer. The additional accommodation was 68 beds, and the approximate total cost $130,000.

Jordan Memorial Sanatorium, Riverglade.—Also consisting of extensive alterations and additions to existing premises, including alterations to the central heating plant and the water service. Work still in progress with an ultimate approximate cost of $70,000.

Other minor works continued and completed were repairs to armouries, and the Martello hotel at St. John, with outlay about $4,000.

QUEBEC.

Lake Edward Sanatorium.—This property is a tuberculosis sanatorium, and was originally loaned to the M.H.C., who started work on two new pavilions.

These were completed by this department, also alterations to the administration building and a medical officer's residence. Expenditure by this department approximately $14,000.

Ste. Anne de Bellevue Military Hospital.—This is now the largest and most complete military hospital centre in the Dominion, comprising seven ward buildings with a total accommodation of 1,000 beds, administration building, a central heating and power plant, and a completely equipped steam laundry, also recreation, vocational and physiotherapy buildings, and quarters for nurses, orderlies, M.O's, and officers.

Prior to April 1, the M.H.C. had under way the administration and four ward buildings, and had expended approximately $240,000.

This centre is now practically completed, including fencing, grading, roadway, etc., and represents an outlay of about $1,500,000.

Cove Fields.—Complete plans and specifications were prepared and tenders taken for the converting of one unit of Cove Fields barracks, Quebec, into a 250-bed hospital at an approximate cost of $100,000. This work was not proceeded with.

ONTARIO.

Mowat Sanatorium, Kingston.—The existing sanatorium was loaned to the M.H.C., who commenced alterations and additions to same, which were completed by this department.

The work comprised the building of three new pavilions, each providing 32 beds, and a vocational building, together with alterations to the administration building and the power house including a central heating plant. Expenditure by this department, approximately $45,000.

Sydenham Military Hospital, Kingston.—A new isolation hospital was erected by this department at a cost of $40,000. In addition to this, alterations were made to a group of stone buildings converting them into an up-to-date hospital centre having accommodation for 200 beds, together with space for administration, nurses' quarters, orderlies' quarters, M.O's, etc. This group is now almost completed and will represent with fencing, grading, sewage disposal, etc., an outlay of approximately $250,000.

At Kingston, a number of small amounts, totalling $3,000 were expended on Elmhurst, Queen's University, Richardson house, and a nurses' home.

Dominion Orthopaedic Hospital.—This was the factory and offices of the National Cash Register Company, which was acquired by the M.H.C. Large additions were made and two stories added to the main building, providing a total accommodation of 950 beds. The new buildings included a power house, kitchen, laundry, recreation building, and limb factory, also quarters for nurses, orderlies, M.O's, and officers. All buildings are occupied and only some minor work remains to be done on grounds, etc. The total expenditure will be approximately, $1,500,000.

St. Andrews.—The site and buildings of St. Andrew's college were purchased by the Dominion Government, and the existing college building converted into a convalescent home, with accommodation for 100 beds, the alterations costing upwards of $40,000.

The new work here provided for the erection of nineteen buildings, with accommodation for 1,500 beds. Plans were drawn and contracts let totalling approximately $1,250,000. With the signing of the armistice all contracts were cancelled and all work abandoned.

Burlington.—A large hotel known as Brant house was acquired by the M.H.C., and alterations made totalling $205,175.07. This department also spent on improvements to the plumbing and heating, and the installing of fire escapes, approximately $18,000. In addition, a new active-treatment ward and a gymnasium building were erected at a cost of approximately $90,000. All buildings are now occupied, and accommodate 600 beds.

Freeport Sanatorium, Kitchener.—This property was loaned by the Sanatorium Board to the Department of Soldiers' Civil Re-Establishment, who arranged for the erection of a new 30-bed pavilion. This was erected and improvements made to electric, sewer and water services, grounds, etc., at an outlay of $35,000.

Westminster Military Hospital, London.—A farm adjacent to the city was presented by the city to the M.H.C. as a hospital site, and some work was done on the grounds. This department has prepared plans for, and has practically completed, the following buildings, viz.: Service, administration, power house, laundry, and six ward buildings, providing 550 beds. Also contracts have just been let for a garage and mortuary building, a T. B. pavilion, isolation building, and a recreation building. The total estimated cost of this centre is $1,250,000.

Newmarket.—Pickering college building was loaned by the owners to the M.H.C., who made necessary alterations to make it suitable for hospital purposes. This department completed the work with an expenditure of practically $13,000.

Central Ontario Sanatorium.—A site for this institution has been secured at Woodbridge, and plans are being prepared for five buildings with accommodation for 125 beds at an estimated cost of $350,000.

MANITOBA.

Tuxedo Park Military Hospital, Winnipeg.—The site and original buildings at this centre were purchased by the Dominion Government after building operations had been started by the M.H.C. The work undertaken by this department, and now almost completed. comprises the following buildings, viz.: Four ward buildings, with accommodation of 1,500 beds; also quarters for medical officers, nurses, and orderlies; a recreation building, a power-house with central heating plant, and a laundry building and guard-house. The ultimate total cost will be about $1,817,036.44.

SASKATCHEWAN.

Regina.—At this point two buildings, the Episcopal college and Western stores were loaned by the owners to be fitted up and used as convalescent homes. Approximately $15,000 were spent.

The Earl Grey Sanatorium.—This was a school building remodelled and two buildings added. This department spent upwards of $4,000 completing same.

The Sherwood Building.—A large departmental store was acquired, and plans and specifications prepared for the converting of it into a complete 400-bed hospital at a probable cost of $150,000. This work was not proceeded with.

ALBERTA.

Edmonton.—Alberta college was rented and converted at a cost of approximately $30,000, half of which was expended by this department.

Strathcona Military Hospital.—Was a city hospital, rented by the M.H.C. from the city of Edmonton, and $38,000 spent on improvements, mostly by this department.

Calgary.—Plans and specifications were prepared for a hospital of 1,000 beds, and contracts let for the first group of buildings at approximately $300,000. This work was all abandoned, only a few thousand dollars being spent.

At Wetaskiwin.—About $350 was spent in completing alterations to a hotel, which was being converted into a convalescent hospital by the M.H.C.

At Balfour.—A hotel was rented from the C.P.R. by the M.H.C. and converted into a sanatorium, with the addition of a new pavilion. This department expended $10,355.

Frank Sanatorium.—This was a hotel rented by the M.H.C. This department spent about $1,900 completing the alterations.

BRITISH COLUMBIA.

Vancouver City.—The expenditure here amounting to about $9,000 was for certain works on the general hospital.

Shaughnessy school building and Fairmont institution were acquired, and extensive alterations and additions proposed. Tenders were submitted amounting to $75,000, but the work was not proceeded with. Approximately $14,000 was spent. The existing premises provided 150 beds and the proposed additions would have given an additional 400 beds.

VANCOUVER ISLAND.

Esquimalt.—A group of buildings owned by the Dominion Government was taken over and additions planned to provide accommodation for 250 beds, besides buildings for administration, gymnasium, service building, etc. Contracts amounting to about $126,000 were let and afterwards cancelled. The work carried out cost approximately $25,000.

Qualicum and Resthaven.—The work here consisted of alterations and additions to what was originally club houses. This department spent approximately $1,400.

HARBOUR WORKS.

By E. D. LAFLEUR, Chief Engineer.

NOVA SCOTIA.

ABBOTS HARBOUR.

Dredging.

Abbots Harbour is a small harbour lying between Abbots island, some two miles from West Pubnico, and thirty-two miles from Yarmouth. There are entrance channels on each end of the island, the southerly channel being more frequently used.

A shoal extended out from the shore on the southerly side of Mr. D'Entrement's wharf, making a sharp turn in the channel, and it was claimed that vessels and fishing boats leaving this wharf were frequently carried on the shoal by ebb tide and westerly winds; a portion of the shoal was dry at low water.

In order to improve navigation at this point, 7,619 cubic yards, barge measurement, of sand, mud, gravel, and stones were removed by the departmental dredge *No. 7* between December 16, 1918, and January 28, 1919, over an area of approximately 35,000 square feet.

The main portion of the work was dredged to 8 feet below low water, but a small area in front of Mr. D'Entrement's wharf, dredging to a depth of 12 feet was permitted to provide the dredge with space when unable on account of the tide to dredge on the main area.

CHIMNEY CORNER.

Chimney Corner, Inverness county, is a small bay situated on the western shore of Cape Breton island, on the gulf of St. Lawrence, about five miles south from the entrance to Margaree harbour.

It is resorted to by fishermen and in order to form a small boat harbour, and at the same time to provide facilities for the exportation of coal from two small coal mines in the neighbourhood, on August 28, 1918, a contract was entered into for the construction of a wharf, in the sum of $5,700.

The proposed work is to be 170 feet in length and 20 feet in width on top, extending into 10 feet at low water, and will consist of a stone approach 75 feet in length and of a cribwork extension 96 feet in length.

The work was commenced in October, but owing to stormy weather, it was found advisable to suspend operations until spring.

FOURCHU.

Fourchu harbour, Richmond county, is situated on the southern or Atlantic coast of Cape Breton island, about 30 miles to the southward of Louisburg harbour. The harbour is an inlet of the sea, extending inland for a distance of over a mile.

A contract for widening the channel inside to a depth of 10 feet at low water to enable vessels and steamers to turn in front of the government wharf was entered into with the Atlantic Dredging Company during the fiscal year. The contract involved the removal of 9,000 cubic yards, scow measure, of sand and clay at the rate of 60 cents per cubic yard.

Operations were commenced October 12, 1918, and work was completed on November 13 following. The final examination showed that the *in situ* quantity removed was 7,598 yards, and as the scow measure quantity was 9,046 cubic yards, the expansion factor was 19 per cent.

HALIFAX.

H. M. Gun wharf was reconstructed during the year 1918-19, by the Department of Public Works at an expenditure of $4,603.10. This structure belongs to the Department of Militia and Defence.

The work consisted of tearing down the old pile wharf and rebuilding same. The part rebuilt was 82 feet long along the face, 31 feet wide, with a shoreward ell 22 feet wide by 38 feet long. Repairs were also made to the retaining wall on the inside of the wharf, making this sufficiently strong for teams to pass from the approach on to the wharf.

LOWER KINGSBURG.

Lower Kingsburg is situated in Lunenburg bay, about 10 miles southeast of Lunenburg town. The chief industry is fishing, there being fifteen boats employed, and the value of the catch averaging $7,500 per annum.

During the fiscal year 1918-19, contract was let to Mr. Donald Sutherland, jr., of Halifax, for the construction of breakwater, skidway, and boat shed at this place. Up to the 31st of March, the boat shed had been completed, and most of the materials were on the ground in readiness. The contract will be completed by June 30.

MARGAREE BREAKWATER.

On June 7, 1918, a contract was entered into with Mr. Maurice A. Condon, of Digby, N.S., in the sum of $12,690 for the construction of a breakwater 580 feet in length, consisting of native-timber cribwork, 10 feet wide for a distance of 300 feet from the inner end, 15 feet wide for a further distance of 250 feet, and of a block 30 feet long and 30 feet wide at its outer end, fully ballasted and fendered, and all outer faces closesheathed between the fenders with the sheathing driven 2 feet into the bottom.

The work of construction was commenced on July 8 and fully completed on November 28, 1918.

NORTH SYDNEY.

Sea-plane Station.

North Sydney, Cape Breton county, is an incorporated town and seaport on the northern side of Sydney harbour, and is one of the eastern terminals of the Canadian Government railways.

For the purpose of establishing a sea-plane station, the department undertook the filling in of a lagoon inside of Kelly's beach, so called, on the western end of the town, to make up the necessary ground, and the department dredge *No. 5* was detailed for the purpose.

The space to be filled had an area of about 11 acres, and the intention to fill it to a height of 2 feet above high-water spring tides, with sand and gravel taken from the sea outside, and it was estimated that the amount of material required would be 65,000 cubic yards, and as a quantity of 20,000 cubic yards of sand and gravel was estimated to be required for building and for road purposes in connection with the air station, the total quantity required for all purposes was estimated at 85,000 cubic yards.

Dredge *No. 5* commenced operations September 28 and continued until December 4, when the work was suspended for the season. During that period, a total of 82,200 yards had been deposited in the area, but the cross sections taken after the suspension of operations show that the total quantity, after settlement, was 42,700 yards; besides this, the contractors had hauled away and used in building roads and mixing concrete for buildings, etc., about 1,800 cubic yards, which would bring the total deposit to 44,500 cubic yards.

Over about 140,000 square feet of this area the original bottom was composed of a soft, alluvial deposit which could be penetrated by a 2- by 4-inch stick to a depth of 6 to 10 feet, with a pressure of about 10 pounds to the square inch, therefore the gravel was deposited by the dredge and would settle considerably, probably as much as 5 or 6 feet in the softest places; again, a small quantity of material was carried away while in suspension through the outlet of the lagoon into the sea where it formed a bar, so that all things considered the disparity between the *in situ* measurement deposited and the quantity removed cannot be said to be conflicting, as it is impossible to determine how much the deposited material has settled.

The season during which operations were carried on was very stormy, and this was the principal cause of delay in the prosecution of the work. During the progress of the work, the average daily output was about 1,100 cubic yards, and as this dredge, under favourable circumstances, can easily dredge twice that quantity, the work would have been completed during the season if the weather had been favourable. The amount required to complete the work is estimated at 22,000 cubic yards, without making any allowance for settlement, but as it is not likely that much settlement will take place in the area to be filled, as the bottom is harder, an addition of 30 per cent for settlement will likely cover this, so that the total quantity required to the height proposed may be estimated at 28,600 cubic yards.

NEW BRUNSWICK.

CAPE TORMENTINE DREDGING.

To furnish accommodation for the car ferry steamer *Prince Edward Island,* now maintaining daily communication, winter and summer, between Prince Edward Island and the mainland, a harbour and terminal was constructed at Port Borden, Prince Edward Island, and the Dominion Public Works pier at Cape Tormentine, N.B., taken over by the Railway Department in 1913, reconstructed, provided with car-ferry dock and protected by isolated stone breakwater. The approach and turning basin at Tormentine was formed by dredging to 20 feet at low water spring tides.

For enlargement of the Tormentine turning basin, at the request of the management of the Canadian Government Railways, authority was granted for dredge *D.P. W. No. 9,* to undertake the removal of some 20,000 cubic yards, scow measurement, of mud, brick clay, and rock. Operations were commenced on July 15, 1918, and carried on continuously until October 26, when satisfactorily completed, 23,747 cubic yards of material being removed. The portion enlarged had an area of about 104,000 square feet, being triangular in shape, extending 250 feet in a westerly direction measured at right angles from the outer end of west side of shorter guide pier of dock; thence running southerly a distance of 800 feet, these two lines now forming the northern and western limits, respectively, of the basin; the whole area between the western limit and the main pier now carries a least depth of 20 feet at low water spring tides.

CHATHAM.

Dredging.

Chatham is situated on the south side of the Miramichi river about 14 miles above its mouth in Miramichi bay. Dredge *P.W.D. No. 13* was employed on 10th, 11th, and part of 12th June, 1918, in digging a pocket in the lower end of the Snowball boom near the upper end of the Canada dock. About 2,200 cubic yards, barge measure, were removed, and the pocket or basin which was intended for storing shell mud, used as a fertilizer, was about 200 feet long, 40 feet wide at bottom and 100 feet at top and 17 feet deep at low water, the original depth varying from 3 to 10 feet.

On 13th to 15th June, the dredge worked on the shell mud beds about 8 miles below Chatham, digging 1,516 cubic yards of mud, of which 1,480 were dumped in the pocket at Chatham, and 36 taken to Nelson by private parties with their own tugs and scows.

During March, 1919, farmers were supplied with 470 cubic yards of mud from the pocket, and the balance will be supplied from the ice in the autumn.

HARDWICKE (MCLEANS GULLY).

McLeans gully is the main passage between the French Bay lagoon, at the south-eastern end of the inner Miramichi bay and the outer or Miramichi bay proper.

On 6th February, 1918, a contract was entered into with Mr. F. A. Fowlie for the removal of 12,000 cubic yards, barge measure, in dredging a cut 950 feet long and 75 feet wide to 5 feet at low water spring tides across the shoal inside the entrance. The contract price was 36 cents per cubic yard, and work was done by the dredge *Fowlie* between 24th June and 11th October, when a total of 8,884·6 cubic yards of mud and sand were removed.

LOGGIEVILLE.

Loggieville is situated on the south shore of the Miramichi river, 5 miles below Chatham.

Between 17th and 22nd June, dredge *P.W.D. No. 13* dredged berths along the outer face and easterly side of the public wharf, removing 5,506·4 cubic yards, of which 480 yards were overcast and the remainder removed in scows.

The dredging extended over a length of about 260 feet on the outer face, giving a depth of about 10½ to 12 feet at low water. On the easterly side the dredging was about 100 feet long by 90 wide, and the depth given about 6 to 7 feet at low water. The assumed range of spring tides is 6 feet.

On 24th June, the dredge removed 820 cubic yards in excavating a berth about 175 feet long and 50 wide to 8 to 9 feet at low water at the upper end of the A. and R. Loggie wharf, which lies immediately above the public wharf.

NORTHWEST MIRAMICHI RIVER.

Shoals occur on the 5 miles below Redbank, which is at the head of navigation and 11 to 16 miles above Newcastle.

Dredging was in progress between August 26 and September 30, 1918, under contract with Peter England, with the dredge *Peter England,* on the shoal at Lawlors

Shore, 2 miles below Redbank, where two cuts were made over the worst sections, at either end of the shoal, the upper being about 700 and the lower about 350 feet long; the distance between them being about 600 feet. The width of the cuts is about 100 feet and depth reached 4½ to 5½ feet, and a total of 5,499·4 cubic yards, barge measure, of sand was removed at 44 cents per cubic yard.

Assumed range of spring tides, 7 feet; neaps, 4 feet.

Between June 25 and 29, the sum of $46.25 was expended in dragging the channel throughout the upper 5 miles, and locating and removing twenty-three sunken logs, 6 to 15 inches in diameter and 10 to 26 feet long; a couple of branches, 12 and 30 feet long, and a section of an old boom block containing 10 logs bolted together, all of which were a menace to navigation.

ROBICHAUDS (SHIPPIGAN ISLAND).

Robichauds, so-called, is a small settlement immediately opposite and about 4,000 feet from the Shippigan public wharf. On account of mud flats there is considerable difficulty in landing on the island shore; passengers can be carried across the flats, but teams and autos must wait for high tide, therefore it is proposed to dredge a channel across the flats and build a small landing wharf, with the pierhead at the end of this channel.

Dredge *P.W.D. No. 13* began this dredging on October 18 and 19, and dredged directly into scows 648 cubic yards and overcast 1,500 yards in making a cut 150 feet long, 45 wide, and 7½ to 8½ feet deep, where the original depth was 1½ feet at low water ordinary spring tides.

The assumed range of spring tides is 5·8 feet.

The estimated quantity to be removed is 20,000 cubic yards, barge measure.

ST. JOHN HARBOUR.

Bracing Nos. 6 and 7 Sheds.

Bracing frame pile bents in the substructure of sheds No. 6 extension and No. 7, having to be done during low water, slow progress was consequently made, and up to the end of the fiscal year 1917-18, a total of $4,747.34 had been expended. During the current year, this work has been completed, the expenditure being $2,455.47.

The portion paid to the city by the department for repairing trestle adjoining No. 5 shed, amounted to $2,908.70.

Expenditure during 1918-19	$2,455.47
City of St. John	2,908.70
	$5,364.17

Repairs to No. 7 Wharf.

On August 28, a contract was let to Messrs. Kane & Ring for repairs to and placing additional ballast at the outer end of No. 7 wharf. This work was found necessary as during extreme high tides there was movement in the end cribs, on account of not being sufficiently braced or ballasted. The work has been satisfactorily completed, and final estimate issued, the total expenditure being $9,782.63.

Partridge Island.

The wharves at Partridge island, which have been in continuous service for about forty years, received very little maintenance during the previous four years. They have been in continuous use during the war period, in connection with the military authorities stationed on the island. Authority was given in April, 1918, to make repairs. Work was immediately commenced and all defective stringers and cross ties renewed, and the faces of both wharves re-fendered. The work is now in good repair, and should so remain for a few years. The total expenditure was $2,996.62.

Water Supply.

The water supply at Partridge island serves the Militia buildings, in addition to the various buildings used by the Marine Department and the Immigration authorities. The service has been in use for a period of years, and on account of various improvements made during the past few years, the system was extended about 150 feet, two hydrants were renewed, and other repairs made to the system. Total expenditure $777.54.

Fort Dufferin.

During the fiscal year 1917-18, a portion of the breastworks, about 110 feet long, was reconstructed and repairs made to small breaks caused by previous storms. There still remained two portions to be rebuilt, in addition to repairs to the existing breastworks adjoining these breaks. Early in the year, plans and specifications were prepared for the completion of this work, but it was later decided not to proceed with the whole work, but to do the portion of repairs more urgently required by day labour. Early in October, arrangements were made to commence work, which was proceeded with continuously during the winter; 455 feet of the breastwork was repaired, and 135 feet rebuilt, leaving 161 feet to be built during 1919-20. Expenditure to the end of the fiscal year was $15,549.26.

Courtenay Bay.

On July 11, 1918, a contract was let for the extension of Courtnay Bay breakwater, necessary dredging, etc., in connection with the scheme. Early in August, the contractors commenced preliminary work, getting necessary plant in shape, and in October work was commenced and proceeded continuously during the year. Fortunately for the contractors, there were no delays through storms or severe weather. The rock for the breakwater is being deposited by cars from a single-track trestle, built in advance of the work. To date, the breakwater has been extended 600 feet, and 88,523 cubic yards of rock have been deposited. Total expenditure $222,099.03.

Borings and Soundings.

On account of the revised Courtenay Bay channel entrance and the indefinite information regarding the submarine rock in the dry dock entrance, it was decided to make a thorough examination of the material to be removed. A boring outfit commenced work early in August, and worked continuously throughout the winter. Sufficient information has been obtained to make a very close estimate of the submarine rock to be removed, and the outfit is now at work taking borings in the channel entrance. The expenditure was $7,552.49.

General Maintenance.

General repairs were made to all the different government wharves and buildings in the harbour, particularly floating fenders, vertical fenders on the wharves, platform renewals and repairs to leaking shed roofs. The expenditure to date has been $27,049.26.

SHIPPIGAN GULLY.

Dredging.

Shippigan gully, the southeastern entrance to Shippigan harbour between Shippigan island and the mainland, at the northeastern point of Gloucester county, is used by the fishing fleet and tugs, trading schooners, etc.

Two sharp bends in the channel inside the gully have made navigation difficult, and at different times dredging has been undertaken to give a straight course from the gully inwards towards Shippigan harbour.

During 1917, after an interval of four years, work was begun by dredge *P.W.D. No. 13* to remove the lower point and widen the cut across the upper point and extend it through a shoal formed since the last dredging was done. The work at both points was completed in 1918, between July 10 and October 18, which period includes 12½ days at different times when the dredge worked at the Shippigan public wharf.

At the lower point, an area 700 feet long and 200 wide was dredged to from 9 to 11 feet at low water. At the upper point or shoal, a cut 800 to 1,000 feet long and 200 wide was dredged to 8 to 9 feet at low water. Material removed was 18,557 cubic yards barge measure at the lower, and 34,262 yards at the upper point of gravel, sand, and mud.

Spring tides rise 5.8 feet, neaps 3 feet.

SHIPPIGAN HARBOUR.

Dredging.

On eighteen days between July 5 and October 24, 1918, dredge *P.W.D. No. 13* worked in the berths at the public wharf and in the basin between it and the W. S. Loggie Co. wharf, in continuation of the work done during the previous season.

On the westerly side of the wharf, a cut or berth 90 feet wide was continued from the pierhead 200 feet inwards to the easterly side of the Comeau Bros. fish shed, the depth given being about 8 to 10 feet at low water ordinary spring tides.

On the southeasterly side, a ridge left in the previous year close to the wharf was removed on a length of about 300 feet, and the basin was widened at the entrance next the W. S. Loggie Co. wharf in an area about 100 feet square where the depth given was about 8 to 11 feet at low water. Spring tides rise 5.8 feet, and neaps 3 feet.

The quantity removed in scows was 9,902 cubic yards, of which 3,296 was first overcast; the material was mud, with soft sandstone towards the shore end of the basin.

PROVINCE OF QUEBEC.

LAC ST. LOUIS.

Dredging.

The site of dredging is in the main channel of the St. Lawrence, through Lac St. Louis, at the shoal patches which obstruct the channel upstream from the junction of the Ottawa river and the St. Lawrence main channel, 3 miles upstream from Lachine between Jacques Cartier and Chateauguay counties.

The object is to facilitate the passage of boats drawing 14 feet, tugs towing scows loaded with sand, etc. From May 26 to September 30, 1918, departmental dredge *No.*

116 worked on both sides of the main channel and removed at shoal No. 1, on the south side of the channel, 10,600 cubic yards scow measure; on shoal No. 2, north of channel, 13,600 yards; and at shoal No. 3, north of the main channel, 3,650 yards, making a total of 27,850 cubic yards scow measure for the season, in making a 16-foot channel clear at low water level. The material removed is clay, boulders, and hardpan.

Shoal No. 1 is situated at 5,800 feet upstream of the lower light of new range on the south side of the channel, a length of 350 feet parallel with present channel by 100 feet wide was dredged to 16 feet, corresponding to 14 feet on the upper sill of Lachine canal; shoal No. 2 is situated 4,000 feet upstream of lower light on north side of main channel, was dredged on a length of 350 feet parallel with channel by 150 feet wide to a depth of 16 feet; shoal No. 3 is situated 3,000 feet upstream of lower light on north side of main channel was dredged on a length of 600 feet by a width of 100, also to a clear depth of 16 feet.

From May 16 to September 15, 1917, departmental dredge *No. 123* worked here and removed 29,500 cubic yards, scow measure, in making a 14-foot channel north of main channel, completing 41·6 per cent of the whole 14-foot project.

To complete to 16 feet below extreme low water with 2 feet subgrade will require the removal of 53,855 cubic yards, place measure, or 71,807 scow, over seven different shoals on both sides of main channel on a length of two miles for a 500-foot channel, and will take two working seasons for a dredge of the *No. 116* type.

LAPRAIRIE.

Laprairie, a town in Laprairie county, is on the south shore of the St. Lawrence and a station on the Grand Trunk railway. (This work is described in the annual report for 1918.)

(A) Dyke—Contract.—The contract with Quinlan and Robertson being cancelled, tenders were asked in August, 1918, to complete the following work on the dyke:—

(*a*) In excavating a trench along and underneath the present western stone riprap a distance of 25 feet south of bridge and a distance of 30 feet at chainage 6,250, and to underpin and brace the western stone riprap to prevent it from crumbling when doing this excavation.

(*b*) In filling the bottom of these trenches with a layer of stone 2 feet thick and 3 feet wide.

(*c*) In underextending at those places the western stone riprap on a thickness of 18 inches following the same slope, to the top of the stone footing.

(*d*) In rebuilding, where directed, the 18 inches stone riprap of western wall from chainage 2,800 to 4,200, and from 6,155 to 6,680.

(*e*) In surfacing the western wall riprap with a layer of concrete 6 inches thick, from the point where surfacing was discontinued, to the bridge, and from the bridge to chainage 4,200. Part of this surfacing shall be 18 inches thick at the bridge approach.

(*f*) In surfacing the western wall riprap from chainage 6,155 to 6,680 for the height of 5 feet above the stone footing with a layer of concrete 6 inches thick.

(*g*) In altering from the slope of 1 in 4 to the slope of 1 in 1 with stone filling and riprapping, the eastern slope of dyke, the remaining distance from where the work was discontinued to chainage 4,200.

(*h*) In surfacing part of eastern slope of the dyke approaching the bridge with a 12-inch layer of concrete.

(*i*) In laying an 18-inch high dry stone wheel guard on both sides of dyke's roadway on its whole length from where the actual concrete curbs end.

(*j*) In regrading the whole of dyke roadway on an average width of 20 feet and and average thickness of 3 inches with stone, crushed stone, gravel, and sand, the whole properly rolled.

(*k*) In building a plank inclined roadway of access to the dyke at chainage 4,200.

The contract was awarded on September 14 to Duranceau and Poupart at an approximate price of $22,874.

Up to April, the contractors had completed items *A, B, C, D, E, G, H, K,* 20 per cent of item *I,* 20 per cent of item *J,* at a total cost of $14,647.25.

(*B*) *Plank Roadway.*—In fiscal year 1915-16, in order to accommodate the traffic during the construction of the dyke, a plank roadway was constructed in eight days alongside the dyke for a length of 6,500 feet.

This roadway is 16 feet wide and consists of 3-inch plank laid lengthwise on 8 by 4 sleepers laid 3 feet apart. Where necessary, a wheel guard 8 inches high was built on each side of the roadway. This roadway was widened to 24 feet at the bends, and side ditches were provided.

Total expenditure $14,924.32.

During the fiscal year 1916-17, the plank roadway and temporary bridge were maintained in good order. The planks were renewed as they broke, and the road was always in first-class condition.

This work was performed by day labour.

During the fiscal year 1917-18, the plank roadway and temporary bridge were maintained in good order; nearly all the planks were renewed. This work was performed by day labour.

During the present fiscal year, this plank roadway and temporary bridge were maintained in good order by day labour, at an approximate cost of $3,375.46.

An additional $500 was also expended on rent of land, shed, and advertising.

RIVIÈRE-DU-LOUP (EN HAUT).

This river flows through the county of Maskinonge, taking its rise in the Laurentian mountains, 74 miles north, and empties into the St. Lawrence on the northern shore of Lake St. Peter, at Louiseville.

During the season, the department decided to loan, without charge, the dredging plant P.W.D. *No. 106* to the Tourville Lumber Mills Company, who operated the dredge at their own cost. Dredging operations were undertaken in front of their wharf for a distance of 1,200 feet by a width of 45 and to a depth of 10 feet at low water. Material removed was 10,450 cubic yards, scow measure, of clay and sand. Work was commenced September 25 and discontinued November 16, 1918.

ST. MAURICE RIVER (EASTERN CHANNEL).

The river St. Maurice flows through the Laurentian mountains for a distance of 360 miles, and discharges into the St. Lawrence at Trois Rivières.

A contract was entered into with the Laurin and Leitch Engineering and Construction Company, Limited, of Montreal, dated July 27, 1918, and as a help dredge *Progress, P.W.D. No. 116* was put to work in the eastern channel. The work performed during the season consisted of:—

1. The dredging of a part of a basin in front of the establishment of the Tidewaters Shipbuilding Company, Limited, the said basin being of an irregular form, measuring 900 feet in length by a mean width of 155 feet and a depth of 15 feet at low water. The total material removed on this work being 54,592 cubic yards, and the

dredging was done by dredge *No. 4* of the Laurin and Leitch Engineering and Construction Company, Limited.

2. Another small basin was dredged from the Canadian Pacific Railway bridge to 900 feet below, so as to permit vessels to turn the curve at this point. This basin is of irregular form, measuring 800 feet long with a width of 80 feet upstream, 150 feet in the middle and 40 feet downstream, and the depth is 15 feet at low water. This dredging was done by dredge *No. 4* of the Laurin and Leitch Company, which removed 12,923 cubic yards, and dredge *Progress, P.W.D., No. 116,* which removed 8,263 yards. The balance of the dredging, 3,500 feet long by 40 wide at the bottom to a depth of 15 feet, was dredged for a great part by the *Progress, No. 116,* which removed 48,523 yards, and *No. 4* of the Laurin and Leitch Company, removed 5,010 cubic yards from this channel.

A total of 72,525 cubic yards were removed by dredge *No. 4* of the Laurin and Leitch Company, and 56,786 yards by dredge *Progress, P.W.D., No. 116,* or a grand total of 129,311, scow measure. From soundings taken after dredging it was found that the place measurement was 122,616 yards, giving an expansion factor of 5·5 per cent. The material removed was clay, sand, and a few sheet-pilings of an old coffer dam of the Canadian Pacific Railway bridge.

The contract dredging was done at the rate of 18½ cents per cubic yard, scow measurement, and the sheet-piling removed was paid for in accordance with wrecking clause. Work was commenced August 4 and discontinued on account of the advanced season on November 26, 1918.

ONTARIO.

FORT WILLIAM.

Fort William, district of Thunder Bay, is situated at the mouth of the Kaministikwia river near the northwest end of lake Superior and, together with Port Arthur, which directly adjoins it on the north, forms the western terminus in Canada of navigation on the Great Lakes.

The harbour consists of 13·02 miles of navigable channels in the Kaministikwia river and in the McKellar and Mission channels, which for the most part have been dredged to a depth of 25 feet below L.W.L. and have a general width of 500 feet between harbour headlines. The harbour frontage available for dockage amounts to 22·45 miles, of which 7·61 miles have already been built up.

Length of frontage protected 1918..	230 feet.
Length of frontage removed 1918..	860 feet.
(Old C.N.R. coal dock).	

Dredging.

Dredging was performed in this harbour during the current fiscal year under contract by the Great Lakes Dredging Co., Limited.

This contract, which expired on December 15, 1918, covered all work of widening and deepening in the Kaministikwia river and Mission channel, and all work attended to during the past season was performed by dredge *No. 6* and dredge *Frank* between the following dates: dredge *No. 6,* May 8 to November 26, inclusive; and dredge *Frank,* May 16 to November 13, inclusive.

The derrick scow *Sampson* was also used for a short time in connection with the cutting down of high clay banks and in the removal of boulders and of certain obstructions in the harbour, while a drill scow was in commission from November 11 to November 26, in drilling and blasting a bed of boulders in the Mission channel.

The total quantity authorized for removal during the season was 789,998 cubic yards, scow measure, consisting of 441,741 yards in the main area covered by contract and in the West Fort turning basin, and 348,257 yards in removing the C.N. Ry. Coal Dock area and widening the downstream approach to the West Fort turning basin.

The total quantity removed was 591,339 cubic yards scow measure, consisting of 434½ yards, class "A" material, and 590,904½ yards, class "B" material, while the quantities removed per dredge are as follows:—

Dredge *No. 6*..	305,384	cubic	yards	s.m.
" *Frank*..	285,955	"	"	"
Total..	591,339	"	"	"

The following work was performed:

Main Areas and West Fort basin—

Kaministikwia river.—The whole of the area to be improved in the development of the West Fort turning basin was dredged to grade, dredge *No. 6* having performed the bulk of this work, and a total quantity of 187,672 yards was removed. Considerable difficulty was met in deepening the area in this basin, immediately fronting the property of the Canadian Car & Foundry Co., Limited, on account of the developments made by this company in constructing their shipbuilding plant, and later on in the season on account of the trawlers that, as they launched, were moored to the company's wharf, and consequently interfered to some extent with the operations of dredging.

The channel between the G.T.P. bridge and the upper end of the old C.N. Ry. coal dock was scraped by the dredge *Frank,* and a total quantity of 20,215 yards was removed.

Certain shoals that were found to exist between the Mission channel and elevator "B" were removed by dredge *No. 6,* the quantity of materials in this case amounting to 10,657 yards.

A small shoal fronting the C.N. Ry. hard coal plant, that involved the removal of 529 yards was removed.

Mission Channel.—Certain shoal areas that existed between the head of the Mission channel, at its confluence with the Kaministikwia river, and the waterworks crossing were removed to grade by the dredge *Frank,* the quantity dredged being 10,415 yards.

Similar shoals that existed between the Fort William Coal Dock Company's hard-coal sheds and the entrance channel, containing 73,164 yards, were removed, both dredges being used over various portions of these areas.

Certain areas where shoaling had occurred in the entrance channel in Thunder bay were again dredged to grade, a quantity of 55,480 yards being removed by the dredge *Frank.*

Removal of C.N. Ry. Coal Dock and widening approach to West Fort Truning Basin—

Kaministikwia river.—The total quantity dredged in this work was 233,297 yards, of which quantity 88,306 yards were removed from the north side of the river and 144,991 yards from the south side.

All dredging was performed to a depth of 25 feet below L.W.L. or 601·86 feet above mean tide New York, N.Y.

In addition to the above-mentioned works, the Ogilvie Flour Mills Co., Ltd., dredged 1,152 yards and the Canadian Car and Foundry Co., Ltd., 1,780 yards, at their own expense, in removing shoals fronting their respective properties in the Kaministikwia river, for which these companies were responsible.

Total expenditure to March 31 last, under this contract, $100,016.81.

The following unit prices obtained in the above contract, viz:—

Widening—Rock $2.40 per cubic yard, s.m. All other materials, 10¼ cents.
Deepening—Rock, $2.85 per cubic yard, s.m. All other materials, 22½ cents.
Extra Haul—1 cent per cubic yard, s.m. per mile over 3½ miles.

Synopsis of quantities removed by dredging under the above contract in accordance with the respective locations of areas dredged:—

Main Areas and West Fort Basin.

Kaministikwia river—		
West Fort turning basin	187,672	
G. T. P. bridge to C. N. Ry. coal dock	20,215	
Mission channel to elevator "B"	10,567	
C. P. R. hard-coal plant	529	
		218,983
Mission channel—		
Kaministikwia river to water-works crossing	10,415	
Hard coal shed to entrance	73,164	
Entrance channel	55,480	
		139,059
C. N. Ry. coal dock and widening approach to West Fort turning basin—		
North side Kaministikwia river	88,306	
South " " "	144,991	
		233,297
Total (cubic yards scow measure)		591,339

In connection with the above contract, it might be stated that prior to the current fiscal year a total quantity of 15,264,361 cubic yards, scow measure, had been dredged at a total cost of $2,530,287.61, so that the total quantity removed under this contract is 15,855,700 at a cost of $2,630,299.42.

Removal of old C.N.R. Coal Dock:—

On June 10 last, an Order in Council was passed authorizing the acceptance of the revised tender of Stuart MacKenzie, of Fort William, for the removal of the superstructure and piling of the old C.N.Ry. coal dock at Fort William, at the following rates, viz.:—

170 cords at $3 per cord	$ 510
58,400 lineal feet of piling at 10 cents per lineal foot	5,840
Total	$6,350

This work was performed between June 15 and August 17 last, and the total quantities removed were as follows, viz:—

184.4	cords of timber.
42,150	lineal feet pay length of piling pulled.

Total expenditure under this contract was $5,038.20.

PORT ARTHUR.

Dredging.

The city of Port Arthur has a fine natural location on the shore of Thunder bay, near the northwestern end of lake Superior. Its frontage on the lake, which can be considerably extended, is seven and one-half miles.

During the present season, a total pay quantity of 178,321·72 cubic yards, scow measure, was removed by the dredge *Excelsior* belonging to the Canadian Dredge Company, Limited, under contract. This quantity consists of 154,207·58 yards of class "B" material and 24,114·14 yards of class "A" material. The former class of material consisted principally of clay and sand, together with a certain quantity of soft shale rock. The latter class of material consisted of solid rock obtained from the inner half of the slip fronting the Richardson elevator, all of which has been drilled and blasted, together with a certain quantity of rock boulders, each over 2 cubic yards in size, that were removed in stripping the rock.

The areas dredged, and the respective quantities of materials removed from said areas, were as follows:—

Areas Dredged.	Quantities.
Slip between Saskatchewan Co-operative elevator and the United Grain Growers' elevator; removing shoals to 25 feet below L.W.L. (cubic yards s.m. class "B" material)..	28,733
Slip fronting the James Richardson & Sons elevator; 150 wide, 25 feet deep below L.W.L. for outer half of slip and 22 feet below L.W.L. for inner half of slip (cubic yards s.m. class "B" material)..	43,229
And (cubic yards s.m. class "A" material)	21,114
Entrance channel to Richardson slip, 270 feet wide, 25 feet below L.W.L., and 1,300 feet long (cubic yards s.m. class "B" material.	80,501
King's channel widening immediately to the north of main entrance channel, deepening to 25 feet below L.W.L. (cubic yards s.m. class "B" material)..	1,744

Low-water level, or the zero of guage, is 601·86 above mean tide, New York, and the range in water level during the present season was about 1·3 feet, varying from 0·5 feet below L.W.L. to 0·8 feet above L.W.L.

Expenditure, fiscal year ending March 31, 1919, $69,386.17.

PORT BURWELL.

Dredging.

Sediment is deposited by Otter creek in the winding basin and between the piers, particularly during freshets. South of the breakwater, lake currents and storms drift sand into the dredged channel. A great amount of dredging is thus necessary to maintain a depth of water sufficient for navigation.

Otter creek, between the car-ferry slip and the public highway bridge, had become silted to such an extent that fishing tugs could not operate in this part of the river. A channel for their accommodation, and to allow boats to reach the public wharf, was therefore dredged, dimensions as follow: Length, 1,020 feet; width, 40 feet; and depth, 20 feet.

The material from the outer end of the entrance pier northerly is composed of silt, and from the outer end southerly it is chiefly sand with a mixture of silt near the piers.

Public Works dredge *No. 117* began work April 8, and stopped August 31. Work was resumed on November 18 and discontinued for the season December 21.

The following table is the result of a study of place and scow measurement based on surveys made March, 1918, and August 15 to 22, 1918:—

DREDGING 1918-19.

Location.	Average dimension. in feet.	Cubic yds. S.M.	Cubic yds. P.M.	Exp. factor.
				%
Turning basin north of ferry slip for plant.	276·6 x 486·6 x 3·6 80·0 x 840·0 x 8·3	57,144	39,332	71·4
Between piers..............................	103·3 x 780·0 x 2	26,125	8,459	208·8
Channel, east breakwater..................	100·0 x 1,025 x 2	30,323	16,230	85·7
Entrance channel south breakwater......	246·0 x 752·0 x 2·5	62,581	25,000	150·3
Channel in Otter creek....................	1,020·0 x 40·0	25,786	....	....
Total........................	....	201,959		

It will be noted that the expansion factor is unusually large, due probably to a large quantity of sediment deposited by Otter creek and sand drifting on the lake bottom during the progress of the season's work.

The dredge was laid up at Port Burwell for convenience in making repairs and resuming work during the ensuing season.

PORT STANLEY.

Dredging.

Port Stanley is an important fishing and commercial point.

Sand is deposited in the inner harbour and winding basin, particularly during freshets, by Kettle creek. Sand drifting on the lake bottom collects in the dredged channel south of the breakwaters. Public Works dredge *No. 117* began work September 3, and stopped November 14. The area and quantities dredged were as follows:—

DREDGING PERFORMED 1918.

Location—	Average Dimensions in Feet.	Cubic Yards Removed P.M.
Inner harbour..	100 by 523	17,406
Outer entrance channel and piers...	160 by 737·5	26,272
" " to breakwater... ..	255 by 450·8	17,379
Total cubic yards removed..		61,057

Contractor M. J. Hogan dredged between the old Pere Marquette breakwater and the new breakwater in providing an approach for the construction of the breakwater. He was paid for this by schedule prices according to the terms of his contract for constructing the breakwater.

RUSCOM RIVER.

Dredging.

The Ruscom river enters lake St. Clair at a point 5 miles east of Belle river.

In 1907, a channel having a depth of 6 feet was dredged; this remained open for six or seven years during which time there was a considerable increase in the amount of fish caught and shipped at this point. The present work was done under contract by the Windsor Dredging Company between June 4 and 26, with the exception of 174 yards of re-dredging which was done at a later date.

The dredging consisted of the cutting of a channel 27 feet wide, 1,950 feet long, and having a depth of 5½ feet below the zero of gauge. The zero of gauge used this year was one foot lower than the gauge used in 1907. The quantity removed was 6,501·4 cubic yards, and the cost of the work was $1,300.20.

It is anticipated that this channel will in time need re-dredging.

SARNIA.

Dredging at Salt Block.

Sarnia is an important manufacturing town on the east bank of the St. Clair river, county of Lambton, 3 miles south of lake Huron.

For the purpose of assisting in the importation of coal to the Sarnia Salt Block and the Cleveland and Sarnia Saw-mills Company, a channel was dredged in Sarnia bay of the following dimensions: Length 1,030 feet, average width 63 feet, average depth of cut 2·884 feet.

The total quantity removed amounted to 7,152 cubic yards place measurement. The above work was done by the Ontario Gravel Freighting Company at a cost of 35 cents per cubic yard. The total cost of the work was $2,503.20. The depth of water provided was 15 feet below the zero of the gauge at Point Edward, no allowance was made for slope of the river between Point Edward and Sarnia.

TORONTO.

The city of Toronto, with a population of half a million, and situated near the head of lake Ontario, possesses an exceptionally fine land-locked harbour, known as Toronto Bay. The harbour is protected by a large crescent-shaped island separated at each end from the mainland by the Eastern and Western channels, through which access to the bay is obtained.

(This work is described in the annual report for 1915.)

Section "A."—The eastern sea wall, length 17,295 feet, extending along the lake front from the Eastern channel to Woodbine avenue. This wall is of standard pile bent and concrete-top construction, but has not yet been commenced.

Section "B."—The Western breakwater consists of sections of wall running parallel to the extended shore line at approximately 300 feet distance.

During the past season, only rectification work was done on the breakwater. Approximately, 100 tie rods, 2 inches in diameter, were placed in the work, and some twenty-six square piles being also driven. This completes the rectification proper, but some parts of the work damaged or otherwise rendered useless have not been replaced by the contractors. These portions of the work have been deducted as shown below:—

Item.	Description of work.	Deduction.	Unit price.	Amount.
12	Round piles	9,196 lineal feet	$0·40	$3,678·40
13	Cribwork	581 cubic yards	4 90	2,846 90
20	Dredging	4,444 cubic yards	3 75	1,666 50
20-A	Hemlock flooring	1,680 F.B.M	0 09	151 20
				$8,343 00

Section "C."—Ship channel and turning basin. On this section of the work excellent progress has been made; all the old substructure work has been rectified; on the concrete superstructure 18,744 cubic yards have been poured, completing both walls of the ship channel, making a total of 13,002 lineal feet of wall.

As in the previous year, the contractors have done this work in the dry, maintaining the level of the water about 2 feet below the top of the bent piles.

In the turning basin, practically all round piles, caps, and stringers are in place. No work has been done on this section of the work this season.

During the season, the entire ship channel has been dredged to the required depth and the material deposited as back-fill.

Below is a summary of work performed during period from April 1, 1918, to March 31, 1919:—

Round piles	$ 3,837 92
Hemlock	302 40
British Columbia fir sheet piles	11,861 35
" " " in other parts of work	133 76
Concrete	164,011 92
Structural steel	20,835 21
Drift bolts, etc	5,616 54
Cast-iron bollards	5,477 22
British Columbia fir waling	16,129 07
Dredging	45,926 07
Total	$274,131 46

Extra work done during the season amounted to $216.73, consisting of placing corner plates at corners A, B, K, V, and W1, and filling cast-iron bollards with concrete.

Section "D,' Retaining walls, Northern slip and Marginal way.—That portion of the contract known as the northern slip or the Don diversion channel was completed ready for back-fill during the fiscal year of 1916-17, as was also the north marginal way-wall.

On Section W-W1, known as Polson's Extension (924 feet in length) the concrete portion of the superstructure was completed and the entire superstructure built during this season. This work consisted of placing 334 yards of concrete and 62,394 f.b.m. of timber.

On sections KV and VY, known as the south marginal way, the top lift of concrete was poured, 388 cubic yards, completing this section of the work.

No work was done on the ventilating channel walls during this season.

Following is a summary of the work performed during the period April 1, 1918, to March 31, 1919:—

Round piles		$ 58 17
Hemlock		4,367 59
British Columbia fir sheet-piles	$5,272 05	
" " in other parts of work		33 26
Concrete		4,581 40
Reinforcing steel		687 67
Structural steel		4 22
Drifts, bolts, etc		454 06
British Columbia fir waling		1,573 58
Cast-iron bollards		670 68
Dredging in ventilating channel		472 49
	$5,272 05	$12,903 06
		5,272 05
		$7,631 01

The deduction of $5,272.05, shown above, for B.C. fir sheet piles, is due to an adjustment between progress estimates and final estimate.

General.—The gross value of the work performed and materials furnished by the contractors as per final estimate, dated December 17, 1918, is $2,579,890.11.

The advance against materials in yards is now $2,909.09, being $40,426.65 less than on March 31, 1918.

The gross value of the work performed from April 1, 1918, to March 31, 1919, is $273,419.47. The cost of inspection, engineering and maintenance and equipment of resident engineer's office for the period has been $33,026.52.

On December 21, 1917, the department notified the Canadian Stewart Company, Limited, that on the completion of the ship channel walls, north and south marginal-way, that their contract would be terminated. This work was completed during the season 1918-19, and on February 4, 1919, an Order in Council was passed cancelling their contract.

On March 10, 1919, a new contract was entered into between the Department and Messrs. Roger Miller & Sons, Limited, of Toronto, for the completion of the turning basin and ventilating channel, and repairing and completing sections A, B, C, R, and S of the western breakwater.

The contractors are preparing for the coming season; work has been started on a railway spur line and road to the turning basin, and a yard on the water front of Toronto bay is being prepared for the making of concrete blocks for the breakwater superstructure.

MANITOBA.

HNAUSA.

Dredging.

The object of this work was to improve the berth beside the government wharf.

Dimensions of the work were 81 by 90 feet, with an average cut of 6 feet.

The quantity of material removed was 156 cubic yards, place measure, consisting of hard clay.

P.W.D. dredge *No. 201* was employed from July 22 to August 3, a possible time of 120 hours, of which 115 hours were lost mainly through storms and weather.

RED RIVER.

New Channel Dredging.

The work at this place was for the purpose of maintaining the channel outside the protection work.

The dimensions of the work were 768 by 140 feet with an average cut of 3 feet. This work is required annually and varies with the extent and severity of the spring flood in the Red river.

The material removed consisted of river silt and clay, and the quantity removed was 11,941 cubic yards, place measurement, and was all cast over.

P.W.D. dredge *No. 201* was employed from May 31 to July 20 and from August 5 to August 15, or a possible time of 534 hours, of which 426 were lost due to weather, repairs, towing, etc.

The cost of the work was $6,976.79, or a cost per cubic yard of 58·4 cents.

SASKATCHEWAN.

BIG STONE RIVER.

The object of this work was to improve navigation in the Big Stone River rapids, near Cumberland House.

No work of any kind had been done at this locality in the past.

The work done during the past season was not completed as proposed, on account of the exceptionally high water in the Big Stone river, due to ice jams in the Saskatchewan river.

The work consisted of excavating clay and gravel by means of a slusher after blasting had been completed, the removal of large boulders and the clearing of a towing path, 1,271 feet long, for "lining" steamers and barges up the rapids. A channel 242 feet long and 30 wide, with a maximum depth of 3 feet at low water, was secured. The work lasted from January 11 to February 28, 1919. The total cost of the work was $2,451.13.

CUMBERLAND LAKE.

Dredging.

The object of the work was to provide a channel through the bar in Cumberland lake, at the point at which it empties into the Big Stone river.

The work done during the past season consisted of one cut 4,140 feet long, 50 feet wide, with an average cut of 2·8 feet. During the summers of 1914 and 1915, 35,096 cubic yards were removed, or a place measure of 28,077 cubic yards. There still remains 20,000 cubic yards place measurement, to complete the work.

The material consisted of clay, gumbo, and sand.

The quantity removed amounted to 27,350 cubic yards, cast over, which with an expansion factor of 1·2 gives a place measure of 21,880 cubic yards.

P.W.D. dredge *No. 208* was employed from May 20, to September 25, a possible time of 1,110 hours, 512½ hours being lost time, due mainly to storms and weather.

The cost of this work was $7,935.23, or a cost per place measure cubic yard of 29·01 cents.

BRITISH COLUMBIA.

ESQUIMALT.

Coaling Jetty.

Plans and specifications were prepared and contract placed with Messrs. Palmer Bros., Vancouver, B.C., for the renewal of the naval coaling jetty, the old wharf being beyond repair.

A new wharf was constructed of the following dimensions: Wharf head 250 by 60 feet, main approach 183 feet 6 inches by 31 feet 10½ inches, side approaches 150 by 9 feet 6 inches and 134 feet 4 inches by 20 feet. Creosoted piles were used throughout, together with creosoted lumber for all bracings below H.W.L. The new wharf has a depth of 32 feet at L.W.L. at its face, being extended out considerably beyond the face of the old wharf. The work was completed in a thoroughly satisfactory manner in January, 1919, at a total cost of $46,781.06. Improved methods of unloading and placing coal in the storage sheds adjacent to the wharf and delivering same to ships or scows should be provided; the existing system of using small trucks being both slow and expensive.

ESQUIMALT.

Dockyard Wharf.

Plans and specifications for the reconstruction of the dockyard wharf have been prepared and a contract was awarded to Messrs. McDonald & Watson, for the sum of $52,924.07, unit prices.

FRASER RIVER.

Boneyard, Annacis Island.

To provide berthing and working room for scows and other departmental plant, stored at a Public Works storage yard on Annacis island, the departmental dipper dredge *Mudlark* was put on the work to dredge the necessary cut. The materials being too fine to hold in the scow pockets, the dredge *King Edward* (*305*) was put on the work April 2, 3, 11, and 12, 1918.

A cut 160 feet long and 100 feet wide was made, roughly at right angles to the protective wing dam opposite the storage yard, and to a depth of 20 feet below L.W.O.S.T.

The outer end of the cut meets the deep water of the main channel of the Fraser river at a point one mile southwest of New Westminster city.

A total of 3,825 cubic yards, place measurement, of light silt and sand was pumped out of the cut and deposited around the outer end of the wing dam, where it will act as a protection to it against scour.

Further dredging will have to be done in the course of a few years, the exact year being determined by action of the Fraser floods and the requirements for berthing room at that time.

Sandheads.

With the object of assisting the natural tendency of the Fraser river to find its way to the sea through a defined channel, and to train the waters into a course which is most desirable from the standpoint of navigation, the departmental dredge *Fruhling* (*303*) was operated during the whole of the fiscal year 1918-19 along the main channel and through the sandheads, from Steveston to the deep waters of the gulf of Georgia, a distance of 5½ miles.

No accurate dimensions of the cuts made can be given, but an approximation would place the total length of area worked over at 9,400 lineal feet, and the widths as varying between 200 and 300 feet; these cuts were made along a definite and predetermined line paralleling the existing and proposed jetty line, and the line of greatest depth of river bed.

Between the fiscal years 1910-11 and 1918-19, both inclusive, a total of 5,315,467 cubic yards of material have been removed from the channel by dredging. The work done during the fiscal year 1918-19 has assisted in maintaining a minimum depth of 14·0 feet L.W.O.S.T., or 26 feet on a 12-foot tide through the channel, and the work is still under way.

Some 818,048 cubic yards, hopper measurement, of sand and silt were removed from the cuts between buoys 1-3, 9-11, and 15-18.

The duration of the improvements made in the last fiscal year cannot be determined, but each year's work has a tendency to make more or less permanent the channel trained by the existing jetty.

Steveston.

To provide a sufficient depth of water to allow small freighters, tugs, etc., to tie up to and remain alongside the wharves of operating canneries at Steveston during any stage of the tide, berths were dredged in front of the plants of the Imperial Cannery to 10·0 feet below L.W.O.S.T., the Phœnix Cannery and the Dominion Products Company to 8·0 feet below L.W.O.S.T.

There were three berths dredged: that in front of the Imperial Cannery is 900 feet long and 155 wide; that in the front of the Phœnix Cannery is 1,000 feet long and 155 wide; and that in front of the Dominion Products Company's plant is 200 feet long and 150 wide. These berths are isolated from the main channel of the Fraser by shoal water at low tide, but advantage is taken of high water periods to get in and out of the berths.

A total of 56,000 cubic yards (place measurement, based on a survey) of sand and silt were removed from the three berths. As the work was performed by the suction dredge *King Edward (305)*, no scow measurement is given or computed.

The works were performed between the following dates: June 17 to 26; July 2 to 23; and October 30 to November 9, 1918, a total of 43 days, including time getting on the work, etc.

Steveston, New Channel.

For several years previous to 1918, the waters of the Fraser, running through the channel known as Woodwards slough (the main navigable channel at that time) showed a decided tendency to use a channel farther to the north, with the result that the old channel became subject to shoaling through silting, and the new channel offered deeper water for navigation to a point where the two channels meet again opposite the town of Steveston. At this point, the navigation of the new channel was impeded by a large bar of sand, silt and clay. Early in 1918, it was decided to dredge a channel through this bar rather than try to keep the old Woodwards slough channel clear of constantly forming shoals.

The dredge *King Edward (305)* was put on the work May 8, and working between the following dates she dredged a channel 5,150 feet long and 300 feet wide, to a depth of 16 feet at L.W.O.S.T.

May 8 to June 15, July 24 to August 31, September 12 to October 29, November 11 to March 26.

In dredging the channel a total of 545,900 cubic yards of materials were removed.

In addition to the work in the new channel performed by the dredge *King Edward,* a small triangular area at its westerly end, and connecting it with the main river channel was dredged to 16 feet at L.W.O.S.T. by the dredge *303.*

Work was performed between October 16 and November 30; according to the dredge returns the quantity of materials removed was 114,700 cubic yards, hopper measurement, of silt, sand and clay.

Woodwards Landing.

To provide sufficient berthing room at the Provincial Government ferry dock at Woodwards Landing, for the ferries plying between this point and Ladner, 2½ miles distant, it was asked that the berth, which had silted up, be dredged to 11·0 feet at L.W.O.S.T.

The dredge *King Edward (305)* was put on the work March 27, 1918, and a cut roughly 100 feet long and 50 feet wide was made in front of the wharf, to the 11-foot contour of the river bottom.

A total of 195 cubic yards (place measurement) of sand and silt were removed in the one day's operations.

HARDY BAY.

Hardy bay is situated at the north end of Vancouver island. The old wharf, which had been built many years ago, was carried away in a storm early in 1918. It was decided to replace this by a float, for the construction of which the tender of Messrs. McDonald & Watson, Victoria, for $2,136 was accepted, but owing to bad weather conditions, the work has not been commenced at the end of the fiscal year.

KICKING HORSE RIVER.

The channel of Kicking Horse river, at Golden, was obstructed by an accumulation of gravel carried down from the canyon above the town and deposited on the flats on which the town is built. At one point the gravel had formed a bar over six feet in height, the top of which was only one foot below the level of the adjoining banks, and during high water seasons of 1916, 1917, and 1918, the water overflowed these banks and flooded the adjacent portions of the town, and the farming lands in the vicinity, to a depth of several feet, doing an enormous amount of damage besides causing great inconvenience. To prevent further flooding during future periods of high water, it was decided to clear out the obstructions in a part of the present channel, past the point of the most severe flooding and bank erosion, thus forming a new channel 150 feet wide and approximately 3,400 in length, with an average depth of 6 feet.

Funds for this work were provided by the appropriations of $12,200 by the province of British Columbia, and the same amount by this department.

The Canadian Pacific Railway Company, which is largely interested in the prevention of future floods, have lent a 3½ yard steam shovel which is being used for excavating above water, and the excavation below water is being done by three steam drag scrapers owned by this department.

The work of excavating was started during November, 1918, and by March 31, 1919, 60,030 cubic yards of material had been moved and a pile and timber wall, 600 feet long had been constructed.

The expenditure to March 31 was $23,073.26.

Work is still in progress.

SQUIRREL COVE.

A new float was built here, 18 by 36 feet, and an approach 6 by 100 feet. The float was anchored with two 3-ton rocks, and two 50-foot anchor chains; expenditure was $352.50.

VANCOUVER.

On March 5, 1918, a contract was entered into between the department and Messrs. Hodgson & King for the construction of a freight shed on the west side of the government wharf, and work was started about April 1, 1918, and was finished January 4, 1919, as a cost of $129,280.

The contract price was $128,274, and two extras, the alteration of the doors on the east side costing $786, and the laying of the track on the west side of the shed $220.

On September 27, 1918, a contract was entered into between the department and the Canadian General Fire Extinguisher Company for the installation of a sprinkler system in the two sheds on the government wharf. The work was commenced about October 1, 1918, and was completed on March 31, 1919, at a cost of $33,194.73. The contract being a lump sum of $32,853.45, and an extra of $341.28 for carrying the power wires from the pole line to the air compressors, which were installed as the system is what is known as the dry-pipe system to prevent freezing, the building not being heated.

The other expenditures on the Vancouver wharf consisted in laying rails on the west side of the shed, and connecting the tracks with the Canadian Pacific Railway at a cost of $1,790.29.

The total expenditure for this fiscal year was $164,265.02.

Dredging.

Coughlan's Shipyards, False Creek.—To enable ships built in the Coughlan's shipyards to be launched into the slips alongside the launching ways, it was asked that these slips and the berth at the end of the dock be dredged to 12·0 feet at L.W.O.S.T.

A contract was entered into with the Pacific Dredging Company to dredge some 22,000 cubic yards of materials at the rate of ten (10) cents per cubic yard.

Work was started May 4, 1918; between this date and May 20, 15,816 cubic yards of silt and stiff clay was removed from the slips and pumped to the head of False creek, on the area reclaimed for the Canadian Northern Pacific Railway Company.

The area dredged over consists of three parts: a berth on the west side having an average length of 205 feet and a width of 62 feet, a berth on the east side having an average length of 311 feet and a width of 62 feet, and an end berth connecting the two former 127 feet long and approximately 80 feet wide. All of these were dredged out to the 12-foot contour line paralleling the main 20-foot channel of False creek.

As it was found that a suction dredge could not remove all of the harder materials encountered, a new contract was entered into with J. W. Pike to perform the remainder of the work with a dipper dredge, at the rate of twenty-eight (28) cents per cubic yard. This work was commenced June 13 and completed September 18, 1918.

A total of 3,297 yards, place measurement, of stiff clay and boulders was removed. Scow measurement was 4,455 cubic yards, an expansion factor of 35 per cent over place measurement.

The total yardage removed and total cost is as follows:—

Pacific Dredging Co..	15,816	cubic yards at 10 cents per yard.	$1,581 60
J. W. Pike...	3,297	" 28 " "	923 16
Total..	19,113	"	$2,504 76

Vancouver Gas Works, False Creek.—To provide berthing and working room for scows and tugs alongside the Vancouver Gas Company's plant and wharf on False Creek, it was asked that the slip be dredged to 12.0 feet at L.W.O.S.T.

A contract was entered into with J. W. Pike to remove 12,850 cubic yards of silt, boulders, and hardpan at a rate of thirty-six and a half (36½) cents per cubic yard.

Work was commenced March 11 and completed as far as possible May 8, 1919, when a total of 6,697 cubic yards of materials had been removed from the slip.

Up to and including March 31, 1919, 2,555 cubic yards of materials had been removed at a cost to the department of $932.58. The above yardage is place measurement, as against 2,970 cubic yards scow measurement, an expansion factor of 16 per cent over place measurement.

The area dredged over is 318 feet long and, over the greater part of its length, 117 wide, with the only dredge available which could pass under the Georgia Street viaduct, it was not possible to dredge to the full depth desired over the entire area, owing to the extremely hard materials encountered.

The work done would, however, seem to meet the requirements of the tugs and scows operating in the slip, and the depth should be maintained for at least five years.

VICTORIA.

On September 7, 1918, a contract was awarded for the construction of a freight shed, 200 feet by 199 feet, together with the necessary trackage on pier No. 3.

The shed is similar in design to the one constructed last year on pier No. 2 and being located 200 feet from the inner end of the pier can be extended at both ends if at any time the business of the port so warrants.

The trackage which connects with the existing system and ferry slip, consists of surface tracks on each side of the pier extending to the outer end and a depressed track extending to the end of the shed.

Work was commenced October 7 and proceeded slowly on account of delay in delivery of materials till the beginning of 1919 when better progress was made.

At the end of the fiscal year work to the value of $57,341, or 75 per cent of the total amount of the contract price of $76,495, had been done, and the whole contract will be completed in May, 1919.

PIER NO. 3.

On December 27, 1918, a contract was awarded for the construction of an adjustable slip and the alteration of protective fenders on pier No. 3.

The slip is located on the north side of the pier opposite the centre of the shed now under construction, and the work consisted of the removal of a portion of the existing concrete parapet wall, lining with concrete, the framing and building-in of the slip with lifting mechanism, and the replacement of 200 feet of rigid fenders with boom logs.

Work was commenced January 29, 1919, and the contract was completed the last week in March.

The contract was $3,500.

DREDGING OPERATIONS.

Contract Dredging and Dredging by Days' Labour, 1918-19.

Port Arthur, Ont.—

Under agreement No. 9490 with W. E. Phin, dredge *Excelsior.*

Quantity removed: Class A, 24,114·14, Class B, 154,207·58 cubic yards, scow measurement at $2 per cubic yard, Class A, and 13 cents Class B, of rock, clay, sand, and gravel, $68,275.26; additional paid dredging in 1917, in Richardson Slip by Richardson & Sons, $1,301.07; inspection $929; total expenditure $70,405.33.

Work commenced May 13, 1918; completed November 20, 1919.

Object of work: To continue by dredging the scheme of having 25 feet depth all over the harbour.

Fort William, Ont.—

Under contract No. 7339 with Great Lakes Dredging Co. Dredge *No. 6* and *Frank.*

Quantity removed: Class B, 590,904½ cubic yards, Class A, 434½ cubic yards, scow measurement at $2.40, $2.86 per cubic yard, Class A, and 10¼ cents 26½, 22½ cents, Class B; clay, sand, gravel and rock. Average for all materials, 16·9 cents.

Amount passed for payment, $100,016.81; less, held back by order, $1,500.00 Inspection, etc., $3,350.50; total expenditure, $101,867.31.

Work commenced May 8, 1918; completed November 26, 1918.

Object of work: To complete dredging of channels of Mission and Kaministikwia rivers on basis of 500 feet width and 25 feet depth and to complete Westfort turning basin.

False Creek, Vancouver, B.C.—

Under agreement with J. W. Pike, dredge *Beaver No. 2.*

Quantity removed: 3,297 cubic yards place measurement at 28 cents per cubic yard, class B.

Amount passed for payment, $923.16.

Work commenced, June 13, 1918; completed September 20, 1918.

Object of work: dredging channel and berth at lay-to berth, at Coughlan shipyard.

False Creek, Vancouver, B.C.—

Under agreement, with Pacific Dredging Co., dredge *No. 1.*

Quantity removed: 15,816 cubic yards, place measurement at 10 cents per cubic yard, class B; hardpan and clay.

Amount passed for payment, $1,581.60; total expenditure, $1,581.60.

Work commenced, May 11, 1918; completed May 20, 1918.

Object of work: Dredging channel berth at Coughlan shipyard.

Fort William, Ont—

Under contract No. 11646 with Stewart MacKenzie.

Quantity removed: 184·4 cords at $3; 42,150 lineal feet piling at 10 cents per lineal foot.

Amount passed for payment, $4,768.20; inspection, $270; total expenditure, $5,038.20.

Work commenced, June. 1918; completed August 17, 1918.

Object of work: removal of superstructure and piling of old Canadian Northern railway dock.

Sarnia, Ont.

Under agreement with Ontario Gravel Freighting Co.

Quantity removed: 7,152 cubic yards, place measurement at 35 cents per cubic yard, class B; clay.

Amount passed for payment, $2,503.20; total expenditure, $2,503.20.

Work commenced, April 17, 1918; completed, May 14, 1918.

Object of work: To dredge channel in Sarnia bay into and along the front of the wharf of the Dominion Salt Company.

Ruscom River, Ont.

Under agreement with Windsor Dredging Co. dredge, *Reaume.*

Quantity removed: 6,501 cubic yards, place measurement at 20 cents per cubic yard, class B; sand and clay.

Amount passed for payment, $1,300.20; inspection, $13.10; total expenditure, $1,313.30.

Work commenced, June 10, 1918; completed, July 16, 1918.

Object of work: To dredge channel 5 feet deep and 27 feet wide at low water at mouth of river.

Hardwick, N.B., McLeans Gully.

Under contract No. 11496 with F. A. Fowlie, dredge *Fowlie.*

Quantity removed: 8,884.6 cubic yards, scow measurement at 36 cents per cubic yard, class B; sand and mud.

Amount passed for payment, $3,198.45; inspection, $122.50; total expenditure, $3,320.95.

Work commenced, June 24, 1918; completed, October 11, 1918.

Object of work: Channel 5 feet deep from Miramichi bay through shoal in McLeans gully.

St. Maurice River, Three Rivers, Que., Eastern Channel.

Under agreement contract No. 11775 with Laurin and Leitch, Engineering and Construction Company, dredge *No. 4.*

Quantity removed: 72,525 cubic yards scow measurement at 18½ cents per cubic yard, class B; clay, sand and mud.

Amount passed for payment, $14,098.82; inspection, $712.76; total expenditure, $14,811.58.

Work commenced August 4, 1918; completed, November 15, 1918.

Object of work: Channel 40 feet wide, 16 feet deep, from St. Lawrence river to shipyard of Tidewater Shipbuilders, Limited.

N. W. Miramichi River, N.B., Lawlor's Shore.

Under contract No. 11,803 with Peter England.

Quantity removed: 54,994 cubic yards, scow measurement at 44 cents per cubic yard, class B; sand.

Amount passed for payment $2,419.74; inspection, $130.26; total expenditure, $2,550.

Work commenced August 28, 1918; completed September 30, 1918.

Object of work: Channel through shoal.

Fourchu, N.S.

Under contract No. 11,933 with Atlantic Dredging Company, dredge *Pepperill.*

Quantity removed: 8,694 cubic yards, scow measurement at 60 cents per cubic yard, class B, mud.

Amount passed for payment, $5,216.40; inspection $168.11; total expenditure, $5,384.51.

Work commenced October 12, 1918; completed November 13, 1918.

Object of work: Enlarge basin at government wharf.

Mill Creek, N.S.

Under day's labour, hand dredging, with C. E. W. Dodwell, District Engineer.

Amount passed for payment, $147.25; total expenditure, $147.25.

Work commenced November, 1918; completed February, 1919.

Object of work: Removal of sand bar at end of wharf to allow vessels to pass in and out of Mill creek.

Kingsport, N.S.

Under agreement with Mr. David White.

Quantity removed: One boulder.

Amount passed for payment, $20; total expenditure $20.

Work completed June, 1918.

Object of work: To remove boulder carried by the ice and deposited in the berth alongside public wharf.

Naufrage, P.E.I.

Under day's labour, with District Engineer.

Amount passed for payment, $771.69; total expenditure, $771.69. Work commenced June, 1918; completed November, 1918.

Object of work: To dredge between piers to give increased depth for fishing boats.

CALENDAR YEAR DEPARTMENTAL DREDGING REPORT, 1918.

MARITIME PROVINCES.

Dredge.	Date.	Locality.	Material.	Quantity cu. yds.	Locality Cost.	Total Cost.	Cost per cu.yd.
					$ cts.	$ cts.	$
"No. 1"		Not in commission				13,673 35	
"No. 2"		Not in commission				3,366 39	
"No. 3"		Rented from May 1st, Foley Bros., Welch, Stuart & Fauquier				3,126 87	
"No. 5"	Sept. 28-Dec. 4	Kelly' Beach North Sydney, N.S.	Stones, gravel and fine sand.	82,200	19,219 96	19,219 96	0·233
"No. 6"		Out of commission				170 00	
"No. 7"	Jan. 1-19 May 8- June 26.	Yarmouth, N.S	Mud	10,955	13,168 08		1·202
	Dec. 12-31	Abbott's Harbour, N.S	Mud, sand, stones	1,832	3,129 00		1·708
				12,787		16,297 08	1·274
"No. 9"	June 5-July 6 Nov. 1-14.	Pownal, P.E.I	Brick clay, mud and boulders.	8,678	6,159 72		0·71
	July 8-Oct.31	Cape Tormentine, N.B	Sand, rock, mud, brick clay.	23,647	16,734 58		0·70
				32,325		22,894 30	0·71
"No. 10"		Not in commission				1,676 49	
"No. 11"		Not in commission				3,492 33	
"No. 12"		Not in commission				1,670 35	
"No. 13"	May 21-28	Chatham, N.B., Snowball's Wharf.	Mud and gravel	1,335	543 43		0·407
	May 29-June 15	Chatham, N.B., Canada Dock	Mud	3,736	1,333 88		0·357
	June 17-27	Loggieville, N.B	Soft mud	6,326	2,420 75		0·382
	June 28-Oct. 31	Shippegan, N.B	Mud, sand, rock and gravel.	68,215	22,243 78		0·326
				79,612		26,541 84	0·333
"No. 14"		Not in commission				983 92	
"No. 15"		Not in commission				570 65	
"Lobnitz No. 3"		Rented to Foley Bros., Welch, Stuart & Fauquier				720 47	
"Stonelifter No. 1"		Not in commission				1,571 81	
Tug "Lisgar"		Rented—Customs Dept				2,023 40	
Tug "Fredericton"		Yarmouth Harbour	Breaking ice			1,629 68	
Tug "Canso"		Rented—Naval Dept				251 09	

ONTARIO AND QUEBEC.

"No. 4"		Not in commission				1,880 91	
"No. 101"		Dismantled				889 68	
"No. 102"		Not in commission				1,152 91	
"No. 103"		Not in commission				3,570 45	
"No. 106"		Not in commission				2,369 64	
"No. 109"		Not in commission				14,304 97	
"No. 110"		Not in commission				10,441 91	
"No. 111"		Not in commission				611 37	
"No. 112"		Not in commission				905 29	
"No. 114"		Sold to I. W. Hennessy, Inc				1,243 32	
"No. 115"		Not in commission				,821 24	
"No. 116"	May 28-Sept. 30.	Lake St. Louis	Hardpan, boulders and clay.	27,850	23,122 23		0·83
	Oct. 1-Nov. 16	St. Maurice River	Clay and sand	56,786	9,932 94		0·174
				84,636		33,055 17	0·39
"No. 117"	Apr. 8-Aug. 31	Port Burwell, Ont	Silt, sand and mud	175,572	27,319 97		0·155
	Nov. 18-Dec. 17	Port Burwell, Ont		25,786	3,803 84		0·147
	Sept. 2-Nov. 16.	Port Stanley, Ont	Clay, sand, mud	60,057	9,599 03		0·159
				261,415		40,722 84	0·155
"No. 118"		Not in commission				260 13	
"No. 119"		Not in commission				1,817 10	
"No. 120"		Not in commission				1,377 26	
"No. 121"		Not in commission				5,939 64	
"No. 123"		Not in commission				10,612 77	
Stonelifter "No. 101"		Not in commission				600 00	
Stonelifter "No. 102"		Not in commission				56 86	
"Steam Derrick"		Rented to Price Bros. May-July ($380).				220 69	

MANITOBA, SASKATCHEWAN AND ALBERTA.

Dredge.	Date.	Locality.	Material.	Quantity cu. yds.	Locality Cost.	Total Cost.	Cost per cu.yd.
					$ cts.	$ cts.	$
"No. 201"	May 31-July 20	Mouth of Red River	Sandy clay				
	Aug. 5-15			11,941	8,773 61		0·734
	July 22-Aug. 3	Hnausa	Hard clay	156	405 38		2·598
				12,097		9,178 99	0·758
"No. 202"		Not in commission				1,614 30	
"No. 204"		Not in commission				1,327 27	
"No. 205"		Not in commission				1,571 93	
"No. 208"	May 20-Sept. 25	Cumberland Lake, Sask	Clay, sand and gumbo.	27,350	7,902 40	7,902 40	0·288
"No. 210"		Not in commission				1,145 77	

BRITISH COLUMBIA.

Dredge.	Date.	Locality.	Material.	Quantity cu. yds.	Locality Cost.	Total Cost.	Cost per cu.yd.
"No. 301"	Jan. 1-12	Nanaimo Harbour	Broken rock	1,277	3,429 17		2·68
	Jan. 14-Mar. 31	Victoria Harbour	Silt and broken rock	27,184	20,908 44		0·769
				28,461		24,337 61	0·855
"No. 302"		Not in commission				745 35	
"No. 303"	Jan. 1-Oct. 12 Dec. 2-31	Sand Heads	Sand and clay	762,400	59,794 16		0·078
	Oct. 14-Nov. 30	Woodwards Slough	Sand and clay	114,700	11,584 80		0·101
				877,100		71,378 96	0·081
"No. 304"	Mar. 4-Mar. 6	Okanagan River (Head)	Sand	125	294 82		2·358
	Mar. 7-16	Okanagan R. Stn. 27, 29	Sand and mud	795	1,579 38		1·986
				920		1,874 20	2·037
"No. 305"	Jan. 1-21	Shipyd. Coquitlam	Clay, boulders	1,210	3,773 74		3·118
	Jan. 22-Mar. 6	Burr's Landing	Sand and silt	35,065	5,125 24		0·146
	Mar. 7-14	Brunette Sawmills	"	6,395	1,592 32		0·249
	Mar. 15-31	Eburne	"	30,895	2,716 51		0·087
	April 1-13	Annieville Bar	"	3,825	468 14		0·122
	Apr. 15-May 4	Sidney Mills	"	5,205	2,395 24		0·46
	May 6-June 15 July 24-Oct. 31 Nov. 11-Dec. 31	New Channel, Steveston	"	313,545	30,055 46		0·095
	June 17-July 8 July 15-23	Cannery Channel, Steveston	"	33,100	5,245 65		0·158
	July 9-13	Imperial Channel	"	14,015	1,392 00		0·099
	Nov. 1-Nov. 9	Dominion Products	"	9,785	1,231 10		0·125
				453,040		53,995 40	0·119
"No. 306"	Jan. 1-Mar. 31	Parthia Shoal, First Narrows	Gravel and boulders	54,990	32,701 43	32,701 43	0·594
"No. 307"	Jan. 1-25	Victoria Harbour	Rock and clay	3,875	3,647 71		0·941
	Jan. 26-Mar. 9	Coquitlam	Clay and gravel	12,900	8,428 79		0·653
	Mar. 11-12	Boneyard	Fine sand	100	364 52		3·64
				16,875	12,441 02	12,441 02	0·737
"No. 309"		Not in commission				181 50	
"No. 311"	Jan. 1-Mar. 31	Forest Glen	Sand	55,200	3,811 13	3,811 13	0·690
"No. 313"		Not in commission				741 91	
"Rockbreaker No. 1".	Jan. 1-Mar. 31	Victoria Harbour	Rock	1,576	9,910 61	9,910 61	6·28
"Rockbreaker No. 2"	Jan. 1-Feb. 28	Nanaimo, B.C.	Rock	1,194	10,828 25	10,828 25	9·06
"Drilling Plant"		Not in commission				1,018 86	

DRY DOCKS.

CHAMPLAIN DRY DOCK.

During the fiscal year, the following works were executed:

Excavation.—The excavation above and below coping and the submarine excavation were completed and amounted to:—

Above coping.	Common excavation	34,420 cubic yards.
	Rock excavation	3,902 " "
Below coping.	" "	17,740 " "
Submarine.	" "	10,300 " "

Concrete work.—The concrete work was completed in the dock walls and pier superstructure, the total yardage of concrete laid amounted to 7,266 in the dock proper, and 7,774 for the crib superstructure.

Granite.—The laying of the granite was completed and amounted to 9,435 cubic feet.

Cribwork.—The last three cribs were set in place, the total yardage of cribwork amounted to 13,337 cubic yards.

Gravel road, etc.—Half of the gravel road was completed and all the bollards, capstans, lamp posts and galvanized ladders on the dock sides were set in place.

Power house and pump house.—The work in the power house and pump house consisted in testing and adjusting machinery, and replacing what did not fill the requirements of the specifications.

Generally.—As the machinery installed did not prove satisfactory when tested and inspected, deductions were made in order to guarantee the completion and for putting the machinery installation in good running order. The amount held back is $33,755.

ESQUIMALT GRAVING DOCK.

During the fiscal year ending March 31, 1919, the dock was occupied 206 days, in which time twenty ships were docked. Besides attending to the docking and undocking of the above ships the staff were variously employed in attending to the up-keep of machinery, buildings and grounds. The buildings have been painted and minor repairs effected where necessary, so that all are now in good condition with the exception of the lumber warehouse which will require a new roof in the near future, and the chief engineer's dwelling which requires extensive repairs and its condition is such that an entirely new house is required. The dock gate has been cleaned and painted on the exposed side, and has been provided with a small portable electrically driven centrifugal pump to be utilized for pumping the water from the caisson when same is moved from the inside to the outside berth, and thus avoid the former inconvenience of waiting for the tides. The intermediate sleeve to one of the main pumps was repaired by fixing a strengthening band round it, and both circulating pumps to the main engine and chambers were re-bored and plungers made to fit. Four of the electric light poles on the east side of the dock were renewed.

Owing to heavy motor traffic in the winter months, the condition of the roads through the grounds became very bad in wet weather. These roads were repaired with ashes, but the result was not very satisfactory, and it is advisable that a portion of the roads should be properly surfaced, while the renewal of two dolphins near the dock entrance is required, due to the action of marine borers.

The general condition of the plant is good, but the efficiency of the dock would be considerably improved by the provision of compressor and a travelling crane.

The total expenditure to March 31, 1919, was $20,293.93.

KINGSTON DRY DOCK.

During the year, work of renewal of cribwork above water-line along face of the wharves at the government dry dock was done to provide wharfage for vessels entering dry dock. The dock is leased to the Collingwood Shipbuilding Co., and was urgently in need of repairs.

Work was done from June 1, to January 22, at different times, and the cost was $9,275.

LOCKS AND DAMS.

QUEBEC.

RIVER ST. CHARLES—LOCKS AND DAM.

(The description of the work to complete the proposed locks and dam has been fully covered by the annual report of 1916-17.)

The work performed during the present fiscal year is: The railway cribwork between the concrete piers of the sluiceway in the line of the dam on the north side of the river St. Charles, which had to be removed before the sluiceway could be finished, was in such bad condition that it had to be removed during the summer, and the steel girders, which were under contract with the Dominion Bridge Company, were erected to replace the cribwork to carry the railway tracks with safety. The contractors for the construction of the locks and dam abandoned their contract. The contract was afterwards officially cancelled, and the plant taken over by the Department of Public Works.

RIVIÈRE DU LIÈVRE—LOCK AND DAM.

During the past season, the lock has been kept in operation. The booms were placed during April, May, and June, removed and placed in winter quarters in November. Minor repairs to the lockmaster's house also effected. Some 15,000 feet b.m. B.C. fir was also purchased to build a new gap boom, but, owing to the early break up of winter roads, this material could not be hauled, and was stored in Buckingham to be taken up by water early this spring.

Departmental dredge *No. 102* and plant was looked after in 1918-19; throughout the fiscal year, the hulls of all floating plant were kept pumped.

Expenditure during the fiscal year, $2,354.41.

YAMASKA LOCK AND DAM.

The lock and dam built between 1882 and 1885 are situated about two miles below the village of St-Michel d'Yamaska, where the Q.M. & S railway crosses the river, and where the Government built a wharf in 1909.

The dam consisted of a stone-filled crib, with plank sheathing on the upper side, 502 feet, with a stone-filled close-faced crib abutment at each end.

The lock is a masonry construction with crib guide wings at each end, 33 feet wide (inside of walls) and 125 feet between upper and lower gates, minimum draught over the sills 4·14 feet.

The reconstruction of a part of the dam started the previous year was continued.

The dam and lock being in so dilapidated a condition that its complete reconstruction would be necessary and, on the other hand, the traffic on this river is so small that it does not command such a large expenditure. In view of these facts, it has been decided not to continue the operation and maintenance of these works, and for these reasons the $1,500 voted for partial reconstruction were not expended.

The lock was operated during the year at a cost of $1,761.84.

SLIDES AND BOOMS.

OTTAWA RIVER WORKS.

OTTAWA RIVER.

North Chaudière Station. The only expenditure at this station was for timber for an apron at the outlet of the lower slide.

Cheneaux Station.—The outlay was for linseed oil, turpentine, and paint used in repairing the boats required by the boom master and his men.

Tributaries of Ottawa River.

Gatineau River.—Repairs to these works consisted in renewing portions of the booms and keeping the boats and station house and buildings in proper condition.

Madawaska River.—At Arnprior station, a temporary division was built in the centre of slide to narrow the channel, and thus reduce the area of cross section, in order to conserve the water and permit the passage of the drives when the river was at low-water stage. The chains of the guide booms were also overhauled and repaired.

The timber required to rebuild the dam at Flat Rapid station, which was delivered by rail at Arnprior, was transferred to Flat Rapids and laid up convenient to the works. At head of Calabogie lake, High Falls, Ragged Chute, and Chain Rapids stations, stone ballast was provided to fill the dams and piers at these places, and at High Falls, a new length of double boom, 48 feet, was built for service at the head of the slide; the boom is 35 inches wide, 14 inches deep, and is held together by 1½-inch screw bolts.

Coulonge River.—Two wing piers and the bulkhead pier at the entrance to High Falls slide were rebuilt. The eastern wing pier is 36 feet long, and that on western side 38 feet long, height of each being 11½ feet. The bulkhead pier is 14 feet long, 10 feet wide and 12 feet high. The platform of the bulkhead and the frame for the gear to raise and lower the stop-logs were also built in the new. The sides of slide, under the bulkhead, were sheathed with 3 inch hardwood plank. In a section of slide, 120 feet in length, immediately below the bulkhead, 23 posts and 4 cross sills were required, and the sides and bottom of this section were covered with 3 inch maple plank.

Black River.—The slide at High Falls was overhauled throughout; at several places, here and there, sheeting in sides and bottom and sills and braces had to be replaced; the iron bars in sides and bottom near the outlet were fastened and some of them had to be removed and rebored; five stop logs were made for the bulkhead, and a support pier with the usual stay was built on the shore to keep the guide boom in proper position in the channel.

Petawawa River.—A supply of 4 inch pine plank was purchased for repairs to slide and waste gate at Second Chute station. At head of Lake Traverse the boom was placed and attached to the support piers. At Poplar Chute, a glance pier 60 feet long, 6 feet high and 8 wide was built to keep the logs in mid-channel and prevent erosion of the bank. At Cedar Lake, the piers supporting the guide boom leading to the sluiceway required attention; one new pier was built and three others were partially rebuilt and repaired; the boom was extended 225 lineal feet; the sheeting on the booms was repaired; the bottom and sides of sluiceway were patched and fenders were placed at the corners of piers of sluiceway. An accumulation of driftwood, stumps and roots were removed from front of waste gate to relieve the pressure on the main dam.

Dumoine River.—At High Falls station, the floor of sluiceway for logs was repaired, and logs lodged in the sluiceway were removed. At the foot of Second Chute, two large rocks were blasted and at another place a reef 10 feet in length was also blasted. A pier dam was built in the rapids to divert the water into main channel, the structure being 31 feet long, 8 feet wide and 8 feet high.

In the spring of 1918, the water in the Ottawa river and its tributaries was not as high as usual, but it remained at a fair pitch throughout the summer especially in the month of June and altogether the season was a favourable one for the lumbermen.

ST. JOHNS—BOOMS.

The chef-lieu of the united counties of St. Johns and Iberville is situated on the Richelieu river, 27 miles south-east of Montreal.

During the present fiscal year, two of the booms, 94 feet 2 inches by 4 feet and 96 feet 8 inches by 4 feet, were renewed at a cost of $1,297.56.

A new pile cluster of 5 piles was built and others repaired at a cost of $416.24.

BRIDGES AND ROADS.

NEW BRUNSWICK.

St. Leonards—Van Buren Bridge.

This bridge is located on the St. John river, between St. Leonards, N.B., and Van Buren, Maine.

During the year, 75 cubic yards of rip-rap were placed at pier No. 1 on the Canadian side, so as to protect pier from scour induced by log jams.

Work done November 1 to 14, and the cost was $235.

QUEBEC.

Matapedia—Interprovincial Bridge.

A contract was entered into with Messrs. Chas. McLean and James A. Reid, Dec. 3, 1918, for the renewal of flooring on Matapedia Interprovincial highway bridge, over the Restigouche river between the provinces of Quebec and New Brunswick.

Owing to the influenza epidemic, and to the unfavourable weather, the contractors did not commence work before March 22, 1919, and were granted an extension of time of two months, to April 30, 1919.

The work done up to the end of the fiscal year 1918-19, consisted in one-fourth of the new flooring being completed and 40,000 feet B.M. of lumber delivered on the site.

Expenditure, $2,004.33.

ONTARIO.

Grand River Bridge.

Grand River bridge is on a highway over the Grand river at York, 5 miles from Caledonia. Seneca flag station is the nearest shipping point.

During the spring freshets, serious erosions occurred to the lower part of the central pier, upon investigation it was found that the concrete in the lower portion of the pier had absolutely no strength and no cohesion whatever existed in the gravel forming the aggregate, this portion from about one foot below the water line to three feet above and throughout the whole width of the upper half of the pier was removed and replaced with new concrete, the same being reinforced by steel tie rods. A steel outwater, four feet high bending back two feet on each side of the point was placed on the upper end. On the eastern pier, a portion of the concrete of about two cubic yards was found to be disintegrated, and this was removed and replaced with new concrete at a cost of $454.93.

Portage du Fort bridge.

The roadway planking on both bridges was repaired. On the bridge across the main channel, 900 feet B.M. of 3 inch plank were laid at different places where defects were found, and on the smaller bridge at the village, 300 feet B.M. of the same material were used in patching the floor.

OTTAWA.

Laurier bridge.

The surface of the sandstone pavement on both approaches had become so uneven, owing to wear of blocks and unequal settlement of foundations, that it was considered advisable to take up all the blocks and relay them to grade. A bed of crushed stone and sand was prepared to compensate for the wear and settlement and upon this the blocks were laid to the new grade; the exterior of the pavement was grouted and the mixture well worked into the joints.

Union bridge.

The roadway planking was patched and the sidewalks were repaired.

Hull slide bridge.

The bottom of the buckle plates, beams and posts underneath received two coats of paint after the steelwork had been thoroughly cleaned.

Roadway and approaches, Hull and Ottawa.

The pavement was repaired from time to time and kept up to grade. The roadway was cleaned often, the drainage basins and gratings received attention and the wooden sidewalks was patched.

ALBERTA.

Bow River Bridge.

Work of repair consisted of lifting and relaying roadway decking, lifting and renewing footpath decking, adjusting elevation of bridge truss and approaches, renewal of rip-rap around piers and making good deficiencies in roadway.

Work was carried out by direct labour at a cost of $2,343.31.

EDMONTON.

A small amount of repair work in connection with maintenance of the bridge was incurred by the City during the present fiscal year, previous to November 30th last. The Department paid for one-third the cost of this work which amounted to $41.04.

GOVERNMENT TELEGRAPH SERVICE.

By D. H. Keeley, General Superintendent.

Location of Lines.	Year Constructed	Length of Lines.			No. of Offices.	Messages sent.		
		Land Lines.	Cables.	Total.		1917.	1918.	1919.
Newfoundland	1883	14	....	14	2	....	....	....
Nova Scotia	1880-1916	939½	31½	971	144	21,270	22,095	25,340
New Brunswick—								
Chatham-Escuminac	1885	56½	....	56½	25	7,016	5,514	5,945
Bay of Fundy	1880-1916	53½	39¾	93¼	18	3,790	3,660	3,978
Quebec—								
Magdalen Islands	1880-1910	111½	73¼	184¾	20	4,316	4,574	4,768
Anticosti Island	1881-1890	251½	65¼	316¾	9	1,730	1,908	1,266
North Shore St. Lawrence	1881-1915	1,071½	5½	1,077	77	38,305	44,860	53,964
Chicoutimi-District	1881-1912	479	....	479	36			
Quarantine System	1885-1912	150	21¼	171¼	25	8,038	9,674	11 332
Quebec County	1909-1914	102	....	102	19	5,963	6,231	8,404
Timiskaming	1910-1912	82	....	82	10	1,050	1,443	1,693
Ontario—								
Pelee Island	1889-1901	28½	17¼	45¾	18	840	850	525
Saskatchewan—								
Moosejaw-Willow Bunch	1885-1912	212	....	212	8	27,048	29,721	31,799
Battleford-Isle la Crosse	1912	295	....	295	7			
Qu'Appelle-Onion Lake	1883-1913	562½	....	562½	28			
Alberta—								
Onion Lake-Hudson Hope-Loops and branches	1883-1915	1,136	....	1,136	58	38,861	39,304	47,182
Athabasca—Ft. McMurray and branches	1914-1915	315	....	315	6			
British Columbia—								
Mainland	1899-1918	1,414½	8½	1,423	248	93,057	83,012	89,263
Vancouver Island	1896-1914	1,174¾	73¾	1,248½	154	82,559	110,906	119,593
Yukon—								
Ashcroft-Dawson-Boundary and branches	1889-1916	3,185½	....	3,185½	197	78,091	76,045	101,975
Queen Charlotte Island	1913-1914	123	....	123	13			
	....	11,757¾	336	12,093¾	1,122	411,934	448,797	507,027

TELEGRAPH SYSTEMS OF THE DOMINION.

As a matter of general interest, pursuant to the statement submitted last year, the latest figures to hand showing the extent of telegraph lines in operation in the Dominion are as given hereunder.

Canada.	Length of Lines in Miles.				Length of Conductors in Miles.				No. of Offices.
	Aerial.	Underground.	Submarine.	Total.	Aerial.	Underground.	Submarine	Total.	
1918–19.									
Great North Western Telegraph Co.	10,064	7	13	10,084	31,357	192	78	31,627	
Canadian Pacific Telegraph	14,617	23	95	14,735	106,143	820	227	107,190	1,519
Government Telegraph service	11,757¾	....	336	12,093¾	11,757¾	....	336	12,093¾	1,122
Grand Trunk Pacific telegraph	5,279	1	1	5,279	19,525	18 25	2·19	19,545	279

REVENUE AND EXPENDITURE.

The revenue and expenditure for each of the Government lines in the several districts hereinbefore mentioned, are given in the following table:—

1918–19.	Expenditure.	Revenue.
	$ cts.	$ cts.
Lower St. Lawrence and Maritime Provinces—		
Anticosti lines	7,859 68	1,130 93
Bay of Fundy	3,844 77	1,271 22
Cape Breton	32,685 65	5,866 92
Cape Ray (subsidy)	250 00	
Escuminac	1,771 18	847 33
Ile aux Coudres (subsidy)	200 00	
Magdalen Islands	7,492 14	2,447 19
North Shore, east of Bersimis	30,656 60	10,239 93
North Shore, west of Bersimis	18,845 59	2,484 31
Orleans telephone	1,855 60	657 53
Quarantine system	6,848 32	288 80
Quebec County Lines	7,164 41	1,335 53
Prince Edward Island and Mainland	6,946 66	
Cable ship *Tyrian*—		
Maintenance	44,018 89	
Generally—		
Gulf and Maritime Provinces	21,704 28	
Timiskaming District—		
Telephone Line	2,880 72	407 95
Ontario—		
Pelee Island Telephone	2,849 53	89 00
North West Lines—		
Saskatchewan	56,215 99	8,685 85
Alberta	79,480 12	23,068 84
British Columbia—		
Mainland	61,757 23	35,205 19
Vancouver Island	103,353 76	39,538 65
Yukon—		
Ashcroft-Dawson	238,559 52	97,766 48
Telegraphic service generally	2,466 43	
Total	739,707 07	231,331 65

Department.	No. of Telephones.		Total.	Cost per annum.
	Offices.	Residences.		
				$
Agriculture	37	12	49	2,625 00
Auditor General	14	1	15	736 00
Canadian Trade Commission P. B. X.	25		25	1,400 00
Census	1		1	80 00
Civil Service Commission	9	4	13	665 00
Clerk of Crown in Chancery	1		1	50 00
Conservation Commission, Housing	5	1	6	375 00
" " of Cabinet	3		3	165 00
Customs	23	5	28	1,187 00
Dominion Archives	4	2	6	300 00
Dominion Police	17	4	21	890 00
Exchequer Court	2	1	3	145 00
External Affairs	14	4	18	858 00
Finance	10	7	17	705 00
" P. B. X.	33		33	1,699 00
Government House	5	8	13	520 00
" " Private Line				123 00
" " P. B. X.	18		18	1,146 00
House of Commons	16	1	17	685 00
Immigration and Colonization	13	5	18	790 00
Indian Affairs	13	2	15	591 00
Inland Revenue	8	4	12	476 00
Interior	109	10	119	5,319 00
" Soldiers' Settlement Board	14	4	18	700 00
Justice	26	16	42	1,758 00
Labour	12	7	19	817 00
Library of Parliament	3	2	5	185 00
Marine	1	8	9	360 00
Marine and Naval P. B. X.	71		71	2,014 20
Military Service Council, P. B. X.	9		9	1,100 66
Militia and Defence	18	19	37	1,817 00
" " P. B. X.	264		264	10,472 50
Mines	24	2	26	1,142 00
" P. B. X.	36		36	1,349 00
Mounted Police	4	3	7	280 00
Naval Service	6	10	16	586 66
Northwest Territories	1		1	50 00
Patriotic Fund Committee	1		1	80 00
Post Office	45	9	54	2,232 00
Printing and Stationery	20	11	31	1,298 00
" " P. B. X.	49		49	1,143 00
Privy Council	9	5	14	703 00
" Public Information	5		5	230 00
Public Works	64	21	85	3,831 00
Railways and Canals	25	11	36	1,659 00
Secretary of State	14	5	19	861 00
Senate	17	5	22	942 00
Soldiers' Civil Re-establishment	2	1	3	115 00
Supreme Court	2		2	80 00
Trade and Commerce	30	5	35	1,535 00
War Purchasing Commission, P. B. X.	11		11	1,032 00
	1,163	225	1,388	59,903 02

CAPE BRETON.

Conditions Generally.—Outside of casual trouble, the lines have been continuously in operation, the traffic for the year being the largest recorded, due to active trading conditions and reopening of the pulp and paper industry within close proximity to the Englishtown office. A new telephone office was opened at Mitchell's Farm, Glencoe Mills, on February 24.

General repair work was carried on by the regular repairers, and all lines put in a state of efficiency.

BAY OF FUNDY.

The Campobello-Quebec cable and the Seal Cove-Wood Island cable, which are broken at the date of this report, will be repaired by the cable ship *Tyrian* at the first opportunity.

There have been no serious interruptions during the year; no new offices added.

MAGDALEN ISLANDS.

The Meat Cove cable has been interrupted since December 7, 1917, the business being handled by the Marconi Company. The Byron cable was interrupted November 16: both cables will be repaired when the ss. *Tyrian* is available. The lines will receive a general overhauling during the coming summer.

ANTICOSTI ISLAND.

The usual general repairs were completed during the season. No additional offices opened.

NORTH SHORE LINES.

These lines received a thorough overhauling under the supervision of the general repairers, 730 new poles being planted and 1,305 braces placed. The revenue showed a marked increase.

QUARANTINE LINES.

Between November 27 and December 31, 1917, the following cables were broken by gas buoys drifted with the ice: Crane Island-Montmagny, Crane Island-St. Margaret Island, Isle Reaux-Grosse Island, St. Francois-Isle Reaux, and Orleans Island-Ange Gardien. All were repaired in May, 1918. The land lines gave good service throughout the year.

PELEE ISLAND.

The cable connecting with mainland was broken by an unknown vessel in December, 1917; repairs completed May 14, 1918; again broken December 16, 1918, and will be repaired as soon as possible after the opening of navigation.

SASKATCHEWAN.

The lines have been kept in fairly good working order; the line east of Saskatoon having deteriorated, wire was strung on the Canadian Northern Railway poles, from Humboldt to Warman, a distance of 48 miles. A severe storm in July tore up a mile of line on the Saskatoon loop, which was repaired promptly. The revenue shows a satisfactory increase over the previous year.

ALBERTA.

The line was kept in fairly good working order throughout the year; bush fires and storms caused trouble on various parts of the circuits; repairs were effected with minimum delay.

Repairs were made to buildings at Peace River and to office dwelling and stables at Mooswa, and, at Athabasca, a wagon shed was erected and building repaired.

BRITISH COLUMBIA (MAINLAND).

The construction of the telephone line on the Arrow lakes was completed between Edgewood and Renata, now giving through service from Nakusp to Castlegar, at which point connection is made with the British Columbia Telephone Company's line to Nelson and Rossland. The wire was strung in on the new pole line, 14 miles from Waneta up the Pend-d'Oreille valley, and five offices opened.

Then central office on the local exchange at Athalmer was moved to Invermere, one and one-half miles and five miles of pole line constructed in and around Invermere to accommodate the several applications for telephone service.

Fifty-seven miles of line was re-poled from Tulameen to Merritt, forty-two miles from Kamloops to Barriere. An extra wire was strung in between Malakwa and Sicamous, and the circuit changed from grounded to metallic.

KAMLOOPS-GOOSE LAKE SECTION (14 miles).

Important connection is made at Goose Lake office with the Dominion Forestry Branch line, to Fish Lake, at which point we have opened an office. This line is in very good shape, as it was only built in 1916. This line will be extended this year to Long Lake district, and serve a thickly settled district.

MERRITT-MAMETTE LAKE SECTION (37 miles).

This extension from Merritt includes Canford spur. Two more offices were opened during the year.

NELSON TRAIL SECTION (61 miles).

An extension from Waneta, 14 miles east up the Pend-d'Oreille valley was completed last fall, and five new offices have been opened. General repairs were carried on during the year and the various lines brought up to the proper working standard.

VANCOUVER ISLAND.

No new construction was undertaken, operations being confined to general repairs, the service being maintained efficiently.

The cable connecting Mayne and Galiano islands was broken by a tug on October 23, and repaired October 25, 1918.

The telephone cable connecting Valdes island and mainland at Campbell River parted on February 28 and repaired on March 5, 1919.

YUKON LINES.

General satisfaction was found with operating conditions during the year; interruptions were few and of short duration.

There was a heavy increase of business necessitating the installation of a composite system of telephone and telegraph between Hazelton and Bulkley to relieve the congestion on the single telegraph line. General repair gangs were employed on the various sections during the summer and the line put in good order.

CABLE SHIP "TYRIAN."

On April 1, 1918, the cable between Tancook island and mainland was repaired after which the ship docked at Halifax for general repairs, and was out of commission for the remainder of the year.

COLLECTION OF REVENUE.

By E. T. Smith, Collector of Public Works Revenue,

The revenue accounts for the year ended March 31, 1919, show a net increase in accruals of $9,845.61, and in the amounts collected also an increase of $1,978.59. Examination of the details show that the slide and boom dues which in the year ended March 31, 1918, were $40,122.87 less than the previous year, are, for the year just closed, $40,318.43 less than for the year 1917-18. This decrease seems to call for an explanation. In the accounts for the preceding year, there appeared an item of $30,910.33 from the St. Maurice district, being amount claimed to be due to the department by the St. Maurice Boom and Driving Company as the excess of revenue collected by them over and above the cost of operation and maintenance as authorized. For the last fiscal year, the accounts of the company show that their expenditure exceeded the revenue for the year 1918-19, by $3,393.04. This would reduce the amount claimed as above if it be found that the expenditure claimed was duly authorized, which has not at this writing been yet determined. No accruals have been charged up for the year under consideration. It seems now that upon close examination of the lease that the company is not bound to pay over to the department, or in a word, settle for surplus revenues collected until the end of the term of their lease, which will be on the 29th January next.

The Ottawa district shows a deficit of $9,838.01, while the Newcastle district and the Saguenay show an increase of $429.91 over the preceding year. As the Saguenay boom has never paid a sum sufficient to cover maintenance and operation, it was decided last spring not to put the same in commission. However, the parties interested were permitted to put it in place and use the boom on condition that they paid all the expenses in connection therewith.

In regard to the Ottawa river works, for some years past the revenue has not been equal to necessary expenditure, and a similar arrangement is being made with the Upper Ottawa Improvement Company to take over and operate them, and collect the authorized rates, the whole under the supervision of the Department, so that the rights of the public are fully protected.

The Gatineau boom has been handed over to the control of the Gatineau Boom Company on a slightly different understanding. The company is, of course, to maintain and operate the boom, keep it in repair, etc., collect only the rates authorized by order in council, and is to pay over to the department 90 per cent of any surplus that may be left over the cost of operation and maintenance.

The only works of this nature which we will control will be the improvements at Burleigh falls on the Trent navigation system. This is connected with the canal system, in fact being a passage provided for timber in lieu of another channel which was in use before the construction of the locks.

The last three years have been very trying ones for the lumber trade, or, more particularly, the sawn-lumber business. Owing to the scarcity of men, wages amounted to an enormous figure, while the cost of provisions increased the expense of feeding the men more than 150 per cent on what they were in 1914. It may be said that the high prices obtainable for lumber counterbalanced these disadvantages, but when it is realized that the demand was seriously curtailed through the war, and that practically no transportation could be had for the export of wood products to Old Country markets, the accuracy of the statement above made, I think, would be readily acknowledged.

From the other source of revenue handled in this office, we have had substantial increases, the dry-docks giving $15,943.88 more than last year, and rents and sales $33,797.16 more than in 1917-18. As this office does not deal with the expenditures on the different works from which we obtain revenues, these comparisons are simply in regard to the amounts collected from the different sources for the years mentioned, so that no attempt is made to show how these various revenues compare with the expenditure for the same period. I mention this because it was found that owing to the increase cost of labour, fuel, and other outlays in connection with the operation of the graving docks, it was found desirable to revise the tariff of dues charged for the use of the Levis dock and the Selkirk repair slip. New tariffs were therefore prepared during the course of the year just closed increasing the rates in both cases, and the regulations were revised in order to correspond therewith, and it is noted with considerable satisfaction that up to the present, at least, no objection from the ship-owners against the increased charges has been raised.

Similar revision of the tariff and regulations for the Esquimalt dock is under consideration.

In consequence of legislation at the session of 1918, the administration of ferries was transferred to this department from the Inland Revenue Department. As most of the revenues for the then current year had been collected by the latter department, only the sum of $1,635.50 was collected by me during the fiscal year.

The following is a brief summary of revenue dealt with by this office:—

During the year 1918-19, the revenue accrued from public works shows an increase of $9,845.61, being $198,745.71, while in the preceding year it was $188,900.10. The collections show an increase of $1,978.59, being $190,855.77, while in 1917-18 they amounted to $188,877.18.

The revenue accrued from slides and booms was $16,754.71, or $40,318.43 less than for the year ended 31st March, 1918. The collections were $16,763.45, or $9,424.47 less than for the previous year. The outstanding uncollected revenue from slides and booms is $8.74 less than last year.

The graving docks yielded $72,428.04, or $15,943.88 more than in 1917-18.

Sales and rents collected amounted to $100,028.78, or $6,176.32 less than for the preceding year.

I now submit the particulars in detail relative to the several services under their respective heads.

SLIDES AND BOOMS.

OTTAWA DISTRICT.

The tolls charged up amounted to $16,039.64, or $9,838.01 less than 1917-18. The number of saw-logs which passed through the works during the past year was 1,601,847 or 1,973,892 less than for the previous year. There were 54,368.03 cords pulpwood, or 27,905.63 more than in 1917-18. All the revenue accrued during the year was collected. Of the dues accrued since July 1, 1889, when this department took over the collection, there remains uncollected $9,161.61. Of the dues accrued before July 1, 1889, there still remains unpaid $56,805.65, all of which should be written off.

The accounts for the Ottawa district stand thus:—

Dues accrued during the year	$16,039 64
Outstanding March 31, 1919	9,161 61
	$25,201 25
Collected	16,039 64
Balance outstanding March 31, 1919	$ 9,161 61

being composed of:

Dues of 1889-90	$6,903 05
1890-91	28 42
1892-93	379 80
1896-97	196 71
1903-04	637 37
1911-12	723 63
1912-13	251 15
1913-14	25 31
1914-15	16 17
	$9,161 61

Balance of dues outstanding prior to July 1, 1889, when this department took over the collection was $56,805.65.

Herewith are statements in detail.

No. 1.—Statement of the number of pieces of square timber, sawlogs, etc., which passed through the Ottawa Works during the year ended March 31, 1919.

No. 2.—Statement of dues accrued from each of the slides and works of the Ottawa District during the year ended March 31, 1919.

Apart from the two accounts amounting to $1,044.68, all the revenue from the Ottawa slides and booms, since I took charge in 1889, has been collected, excepting such as should have been written off long ago, or a few items in dispute which I expect will have to be forgiven.

The following shows a comparison between the amounts of dues accrued from the different works on the Ottawa district which will explain to a considerable extent the great falling off in the revenue and the number of pieces which passed through the works:—

	1917-18.	1918-19.	Increase.	Decrease.
Ottawa	$1,806 93	$1,146 42		$ 660 51
Cheneaux	2,877 81	2,111 38		766 43
Petewawa	3,863 36			3,863 36
Coulonge	3,678 38	3,215 06		463 32
Dumoine	252 32	271 12	18 80	
Black River	6,722 18	2,375 47		4,346 71
Madawaska		949 23	949 23	
Gatineau	6,676 67	5,970 96		705 71
	$25,877 65	$16,039 64	$968 03	$10,806 04

THE ST. MAURICE DISTRICT.

I have already referred to the condition of the account as between the department and the St. Maurice River Boom and Driving Company with regard to the amount due the department under the lease of the works to this company. I would draw attention to the fact that with the exception of an item of $3,709.62, dues of 1909-10, disputed, all the dues accrued in this department since I took it in 1892 have been collected, except in the amount first referred to. The amount outstanding prior to July 1, 1892, remains unchanged, namely, $14,481.49. The number of pieces of all kinds of timber which passed through the works was equivalent to 8,972,654 pulp and sawlogs, or 1,685,879 pieces less than the previous year.

NEWCASTLE DISTRICT.

The dues accrued amounted to $184.57, being $175.83 more than the previous year, which amount has been collected. The total outstanding on March 31, 1919, amounted to $3,556.89, of which $3,521.19 should be written off in accordance with a judgment of the exchequer court; $35.70 will also have to be forgiven, the debtor being hopelessly insolvent at the time of his decease.

SAGUENAY DISTRICT.

The dues accrued during the year ending March 31, 1919, amounted to $530.50, or $254.08 more than in 1917-18.

GRAVING DOCKS.

ESQUIMALT GRAVING DOCK.

The revenue collected from this service was $34,394.45, or $18,852.80 more than the previous year. (See statement No. 3.) The dock was occupied for 206 days during the past year, as against 109 for the previous period. It was occupied by two Government vessels for 18 days, and by other vessels 198 days. The total number of vessels was 20 of 68,095 tons.

LEVIS GRAVING DOCK.

The revenue was $30,502.24, or $1,274.09 more than in 1917-18. (See statement No. 4). During the season of navigation the dock was occupied for 201 days by 11 vessels of 21,388 tons. Two Government vessels occupied the dock for 45 days of this period. During the winter of 1918-19, the dock was occupied by the steel barges *Warriner* and *Thompson.*

KINGSTON GRAVING DOCK.

The Collingwood Shipbuilding Company, successors to the Kingston Shipbuilding Company, have paid the reduced rental authorized in 1918, namely, $5,000 for the year ending May 1, 1918.

SELKIRK REPAIR SLIP.

During the last fiscal year, the revenue was $2,531.35, being $816.99 more than the previous year. The slip was occupied for 85½ days by 23 vessels of 5,052 tons. One vessel *Wolverine,* remained on the slip during the entire winter of 1918-19. (See statement No. 5.)

RENTS.

During the year 1918-19, the revenue accrued from government properties from rents, sales, and interest, was $109,139.96, or $33,797.16 more than the previous year, the accounts stand thus:—

Balance from previous years		$ 18,940 89
Accrued, March 31, 1919		109,139 96
Collected	$100,028 78	
Written of	9,545 83	
Balance March 31, 1918	18,506 24	
	$128,080 85	$128,080 85

The collections are thus $6,176.32 less than for the preceding year. This may be accounted for because in 1917-18 considerable sums were included in settlement of rentals which had been held over from previous years in adjusting expropriated properties, and the gradual withdrawal from rental of properties given over to the use of public service. The amount written off, $9,545.83, is composed principally of commissions deducted by rental agents and the cost of up-keep of properties expropriated in Toronto. From the amounts apparently uncollected, namely, $18,506.24, there is one item alone, $10,600.62, composed of a charge for Dunnville bridge, Ontario, and another for the Dundas and Waterloo road, which business came to this department from the Inland Revenue Department in 1909. These matters originated a great many years ago, and I am not aware that we were ever furnished with the details, but I take it from the condition of the accounts that they are of very doubtful value, and as for the remainder, $7,905.62, a large portion of this has been collected since the close of the financial year.

In the administration of these properties there are serious obstacles to obtaining as favourable results, rentals, etc., as compared with the same property in the hands of private individuals. The latter can make terms, periods of leases, etc., as they see fit, but we cannot give any assurance in most cases for more than a thirty-day term, as we do not know when some of these properties may be required for Government purposes. Hence, we cannot expect to obtain as good rentals as parties who can give a lease for one or more years, and I may say here that this condition makes it difficult for our agents to retain the tenants we may have. The four agents who look after the Wellington Street property have done their work well, and I do not anticipate much loss of rent, except perhaps from unavoidable misfortune to some of our tenants.

The following is a summary of rents collected from public properties during the year ended March 31, 1919, viz.:—

Hydraulic and other rents	$ 3,456 00
Ottawa, Sussex street	2,219 00
" Egan block	350 02
" Wellington street, north	23,885 04
Toronto post-office site	6,045 00
Province of Manitoba	441 00
Victoria and Vancouver, B.C	2,341 50
Public building sites	5,824 81
Sundry places	50,381 36
Sales and interest	1,576 00
Sand dredging	3,509 05
	$100,028 78

FERRIES.

According to the statement handed to me from the Inland Revenue Department, the balance of ferry rentals due to July 22, 1918, was $3,061.12. The accruals during the period up to March 31, 1919, were $423, making a total of $3,484.12. Of these amounts I collected $1,635.50, leaving a balance due on March 31, 1919, of $1,848.62.

For any amounts collected by the Inland Revenue Department and returned to the Receiver General between April 1, 1918, and July 22, 1918, I presume the Inland Revenue Department will show them in their report.

Comparative Table of Public Works Revenue accrued during the year ended March 31, 1919, compared with that of the fiscal year ended March 31, 1918, and of amounts collected on account of same.

—	Year ended March 31, 1919.	Year ended March 31, 1918.	Increase, 1919.	Decrease, 1919.
	$ cts.	$ cts.	$ cts.	$ cts.
Slides and booms—				
Ottawa district	16,039 64	25,877 65		9,838 01
St. Maurice district		30,910 33		30,910 33
Newcastle district	184 57	8 74	175 83	
Saguenay district	530 50	276 42	254 08	
Net decrease, $40,318.43	16,754 71	57,073 14	429 91	40,748 34
Graving docks—				
Esquimalt, B.C	34,394 45	15,541 65	18,852 80	
Kingston, Ont	5,000 00	10,000 00		5,000 00
Levis, P.Q	30,502 24	29,228 15	1,274 09	
Selkirk repair slip, Manitoba	2,531 35	1,714 36	816 99	
Net increase, $15,943.88	72,428 04	56,484 16	20,943 88	5,000 00
Feries	423 00		423 00	
Rents and Sales—				
Hydraulic rents	3,460 00	3,487 00		27 00
Minor public works	26 00	26 00		
Other public properties	105,653 96	71,829 80	33,824 16	
Net increase, $33,797.16	109,139 96	75,342 80	33,824 16	27 00
Accrued—				
Slides and booms	16,754 71	57,073 14		40,318 43
Graving docks	72,428 04	56,484 16	15,943 88	
Ferries	423 00		423 00	
Rents and sales	109,139 96	75,342 80	33,797 16	
Net increase, $9,845.61	198,745 71	188,900 10	50,164 04	40,318 43
Collected—				
Slide and boom dues	16,763 45	26,187 92		9,424 47
Graving docks	72,428 04	56,484 16	15,943 88	
Ferries	1,635 50		1,635 50	
Rents and sales	100,028 78	106,205 10		6,176 32
Net increase, $1,978.59	190,855 77	188,877 18	17,579 38	15,600 79

STATEMENT showing the dues accrued on the undermentioned works on the Ottawa river and its tributaries during the fiscal year ended March 31, 1919.

River or other improvements—	Amount.
Main Ottawa	$ 1,146 42
Cheneaux boom	2,111 38
Coulonge river	3,215 06
Dumoine river	271 12
Black river	2,375 47
Gatineau river	5,970 96
Madawaska	949 23
	$16,039 64

STATEMENT of the number of pieces of square timber, sawlogs, etc., that passed through the Government slides and works on the Ottawa river and its tributaries during the fiscal year ended March 31, 1919.

Square timber	none.
Saw logs	1,601,847
Dimension timber	14,160
Cedars	616
Railway ties	22,615
Fence posts	6,583
	1,645,821

Also 54,368·03 cords of pulpwood.
The revenue accrued on the above was $16,039.64.

THE DRY DOCK AT ESQUIMALT, B.C.

STATEMENT of dues and other charges collected during the year ending March 31, 1919.

Name of Vessel Docked.	Tonnage.	Period of Dockage.		Dockage Charges.	Other Charges.	Total.
		From	To			
		1918.	1918.	$ cts.	$ cts.	$ cts.
D.G.S. "Lilloet"	574	April 8	April 12	400 00	4 80	404 80
SS. "War Yucon"	2,324	" 26	May 12	1,519 00	18 00	1,537 00
SS. "Princess Charlotte"	3,844	June 8	June 8	200 00	....	200 00
SS. "Aikoka Maru"	3,217	" 11	" 12	362 50	....	362 50
SS. "Monteagle"	6,163	" 19	" 20	350 00	20 40	370 40
H.M.C.S. "Malaspina"	392	" 21	" 24	300 00	3 60	303 60
SS. "War Nootka"	2,324	" 26	" 29	724 00	13 80	737 80
SS. "Alaska"	5,825	July 3	July 6	871 00	52 80	923 80
SS. "War Longhu"	2,324	" 17	" 20	574 00	7 20	581 20
SS. "El Lobo"	4,800	" 26	Sept. 14	5,976 00	472 80	6,448 80
SS. "War Camp"	5,818	Sept. 14	" 15	492 50	24 60	517 10
			1919.			
SS. "Canada Maru"	5,760	" 16	Jan. 11	15,844 00	1,326 60	17,170 60
		1919.				
SS. "War Chief"	5,825	Jan. 15	" 19	871 00	3 60	874 60
SS. "Canora"	2,382	" 20	" 24	752 00	205 80	957 80
SS. "Prince Rupert"	3,379	" 27	" 29	370 00	24 00	394 00
SS. "Princess Maguinna"	1,850	Feb. 11	Feb. 18	766 25	10 20	776 45
SS. "El Lobo"	4,800	Mar. 3	Mar. 4	440 00	15 00	455 00
SS. "Prince George"	3,372	" 20	" 25	710 00	42 00	752 00
SS. "Princess Beatrice"	1,289	" 26	" 26	200 00	....	200 00
SS. "City of Portland"	1,833	" 27	" 29	385 00	42 00	427 00
	68,095			32,107 25	2,287 20	34,394 45

THE DRY DOCK AT LEVIS, QUE.

STATEMENT of dues and other charges collected during the year ending March 31, 1919.

Name of Vessel Docked.	Tonnage.	Period of Dockage.		Dockage Charges.	Other Charges.	Total.
		From	To			
		1918.	1918.	$ cts.	$ cts.	$ cts.
SS. "Northwest"	....	Entry	fee.	200 00	....	200 00
SS. "Northland"	....	"	"	200 00	....	200 00
SS. "John S. Thom"	....	Winter	1917-18.	450 00	20 00	470 00
SS. "Fruhling"	....	"	"			
	2,170	May 12..	May 13	7,628 60	1 50	7,630 10
SS. "Largo Law"	....	Entry	fee.	200 00	....	200 00
SS. "Savoy"	....	"	"	200 00	....	200 00
SS. "Plessis"	....	"	"	200 00	....	200 00
SS. "Colomb"	....	"	"	200 00	....	200 00
SS. "Mariska"	....	"	"	200 00	....	200 00
SS. "Lord Strathcona"	....	"	"	200 00	....	200 00
Schooner "G. T. L."	....	"	"	200 00	....	200 00
SS. "Guide"	....	"	"	200 00	....	200 00
SS. "Largo Law"	3,974	Oct. 9..	Nov. 20..	4,602 32	35 00	4,637 32
SS. "A. W. Thompson"	2,279	Nov. 21..	" 28..	973 48	16 80	990 28
SS. "Northwest"	....	Entry	fee.	200 00	....	200 00
SS. "Warriner"	....	"	"	200 00	....	200 00
SS. "B. Stuart W."	....	"	"	200 00	....	200 00
SS. "Frontenac"	....	"	"	200 00	....	200 00
SS. "Castalia"	....	"	"	200 00	....	200 00
SS. "Colomb"	559	Oct. 9..	Nov. 20..	800 00	2 00	802 00
SS. "Plessis"	559	" 9..	" 20..	750 00	2 00	752 00
SS. "War Ottawa"	....	Entry	fee.	200 00	....	200 00
SS. "War Matane"	....	"	"	200 00	....	200 00
SS. "Thompson"	....	"	"	200 00	....	200 00
SS. "Warriner"	....	"	"	200 00	....	200 00
SS. "Montcalm"	1,432	Aug. 15..	Oct. 8..	3,249 80	9 75	3,259 55
SS. "Lady Grey"	733	" 15..	" 8..	2,550 00	5 00	2,555 00
SS. "Thunder Bay"	....	Entry	fee.	200 00	....	200 00
SS. "War Ottawa"	2,000	Nov. 28..	Dec. 3..	624 00	1,100 05	1,724 05
SS. "Warriner"	2,279	Dec. 6..	" 16..	1,155 80	235 35	1,391 15
SS. "Maruba"	2,311	" 6..	" 16..	777 32	217 50	994 82
SS. "Castalia"	3,092	" 19..	" 22..	535 52	356 45	891 97
SS. "War Radnor"	....	Entry	fee.	200 00	....	200 00
SS. "War Mingan"	....	"	"	200 00	....	200 00
SS. "Montcalm"	....	Telep	hone.	....	4 00	4 00
	21,388			28,496 84	2,005 40	30,502 24

THE SELKIRK REPAIR SLIP.

STATEMENT of dues and other charges collected during the year ending March 31, 1919.

Name of Vessel Docked.	Tonnage.	Period of Dockage.		Dockage Charges.	Other Charges.	Total.
		From	To			
		1918.	1918.	$ cts.	$ cts.	$ cts.
Barge "Marvyl"	225	April 29	April 29	45 00		45 00
Dredge No. 201	132	" 27	" 27	26 40		26 40
Str. "Wolverine"	278	May 1	May 10	191 82		191 82
Str. "Goldfield"	56	" 11	" 17	65 00		65 00
Barge No. 6	491	" 17	" 22	218 50		218 50
Str. "Majestic"	127	" 23	" 25	25 40		25 40
Str. "Lady of the Lake"	201	" 25	" 29	68 34		68 34
Str. "Majestic"	127	" 29	" 30	25 40		25 40
Tug "Vaughan"	134	" 30	" 31	26 80	(Mar. '19 ret.)	26 80
Barge "Lynx"	120	June 15	June 15	55 00	"	55 00
Barge "Beaver"	120	" 21	" 21	45 00		45 00
Str. "Wolverine"	278	" 27	" 27	75 06		75 06
Str. "Goldfield"	56	July 1	July 2	25 00		25 00
Str. "Garry"	120	" 12	" 13	25 00		25 00
Barge "Ft. Alexander"	316	" 13	" 16	85 32		85 32
Str. "Rocket"	56	" 30	" 30	25 00		25 00
Str. "Idell"	54	Aug. 3	Aug. 7	45 00		45 00
Str. "Tempest"	75	" 21	" 22	25 00		25 00
Str. "J. R. Spears"	34	" 22	" 28	65 00		65 00
Coal Barge D.P.W		June 12	June 13	25 00		25 00
Dredge Crane No. 202	233	July 9	July 10	46 60		46 60
Str. "Amisk"	32	Aug. 29	Sept. 7	90 00		90 00
Str. "Rocket"	56	Sept. 9	" 9	25 00		25 00
Str. "Lady of the Lake"	201	" 10	" 20	159 80		159 80
Str. "Orion"		" 21	" 21	25 00		25 00
Str. "Goldfield"	56	" 28	Oct. 1	40 00		40 00
Str. "W. J. Guest"	97	Oct. 21	" 21	25 00		25 00
Str. "Garry"	120	" 26	" 26	25 00		25 00
Str. "Lady of the Lake"	201	Nov. 4	Nov. 7	61 31		61 31
Str. "Luana"		" 8	" 8	25 00		25 00
Str. "Victor"		" 8	" 8	25 00		25 00
Str. "Wolverine"	278	" 8	" 8	55 60		55 60
Str. "Wolverine" (winter)	278	" 9	" 30	57 00		57 00
Str. "Wolverine" (winter)		Dec. 1	Dec. 31	75 00		75 00
Str. "Bradbury"	500	Aug. 9	Aug. 20	380 00		380 00
		1919.	1919.			
Str. "Wolverine" (winter)		Jan. 1	Jan. 31	78 00		78 00
Str. "Wolverine" (winter)		Feb. 1	Feb. 28	72 00		72 00
Str. "Wolverine" (winter)		Mar. 1	Mar. 31	78 00		78 00
	5,052			2,531 35		2,531 35

REPORT OF THE CHIEF ACCOUNTANT.

By A. G. KINGSTON, CHIEF ACCOUNTANT.

PART I.

EXPENDITURES from Appropriations granted for Public Works.

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919.

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia.									
Amherst post office, etc.		550 03		676 31	557 85	575 87	16 00		2,376 06
Annapolis immigration office			75 00						75 00
" post office, etc.		236 64		574 73	394 28	198 00	20 00		1,423 65
Antigonish post office, etc.		63 08	30 84	500 93	556 10	257 10			1,408 05
Arichat post office, etc.		30 60		205 25	371 00	77 90			684 75
Baddeck post office		31 85		562 06	352 50	163 19			1,109 60
Bridgewater post office, etc.		393 87		613 36	355 20	398 20	34 13		1,794 76
Canso post office		283 72		695 97	617 45	249 20	4 50		1,850 84
Dartmouth post office (new)		385 23		525 00	238 70	418 30			1,567 23
" " " (old)		473 50		551 16	109 80	125 04	115 66		1,375 16
Digby *Warne Bldg.* (Fisheries Inspector's office)			30 00						30 00
" post office		443 97	90 00	554 24	377 09	352 05	64 00		1,881 35
Glace Bay post office		158 73		639 90	398 26	346 25	55 00		1,598 14
Guysborough post office		372 37		251 79	453 00	280 01			1,357 17
Halifax archives office			225 00	18 00		12 00			255 00
" custom house, etc.		1,080 69	76 37	6,622 59	1,278 63	691 24	548 73	133 22	10,431 47
" *Dennis Bldg.* (Militia & Defence)			9,629 13						9,629 13
" drill hall	262 30								262 30
" examining warehouse, etc.		54 62	1,200 00	989 00	147 50	66 68	28 36		2,486 16
" immigration building		33 93		286 82	1,223 45	267 65	17 40		1,829 25
" " office (Pier No. 2)		101 99							101 99
" Inland Revenue office		64 00	1,000 00				12 16		1,076 16
" Lawlor's Island, quarantine station	9,581 54	580 75							10,162 29
" *McCurdy Bldg.* (Fisheries office)			191 66						191 66
" *Pentagon Bldg.* (Labour Dept.)		262 03							262 03
" Postal Station (North end)	23 00	58 37	245 00						326 37
" post office	2,814 89			6,561 90	1,662 06	2,668 55	592 69	614 42	14,914 51
" Public Works office (Clerk of Works' residence)		29 90	32 40	28 60					90 90

" quarantine station					300 00				300 00
" savings bank		4 75							4 75
" Steamship Inspector's Office		1 00	250 00						251 00
" *Trust Bldg.* (Income Tax Office)		44 50	747 50	15 00					807 00
Inversness post office		562 21		601 26	765 50	330 65	45 00		2,304 62
Kentville experimental farm	1,314 89					224 04			1,538 93
" post office, etc		761 75		594 00	379 47	215 18	50 00		2,000 40
Liverpool post office, etc		542 93		564 66	354 50	259 27	18 00		1,739 36
Lunenburg post office		372 75		628 00	384 14	579 96	59 00		2,023 85
Nappan experimental farm	1,876 40				108 25	277 55			2,262 20
New Glasgow post office, etc		495 47		585 38	565 60	720 97	100 00		2,467 42
North Sydney immigration building		54 40				27 44			81 84
" post office	1,004 02	40 97		581 75	24 00	659 77	64 00		2,374 51
" Pub. Works office (Engineer)			600 00						600 00
Parrsboro, post office		80 95	32 50	624 96	477 50	221 10	52 00		1,489 01
Pictou custom house, etc	1,083 47	4 50		300 00	742 50				2,130 47
" post office		61 07		310 05	610 99	164 53	50 00		1,196 64
Shelburne post office, etc	1,286 56	33 94		666 73	260 50	279 28			2,527 01
Springhill post office, etc		102 25		629 76	391 85	235 20	30 00		1,389 06
Stellarton post office			300 00						300 00
Sydney *Post Bldg.* (Mar. & Fish., etc)			405 00						405 00
" post office, etc		221 98	135 00	805 38	440 52	631 86	87 75		2,322 49
Sydney Mines post office, etc		856 40		458 00	274 88	375 42	30 00		1,994 70
Trenton post office			600 00		75 00	39 69			714 69
Truro public building (new)	213 25								213 25
Truro post office		583 52		531 29	599 50	562 78	32 00		2,309 09
Westville post office		300 06		579 96	356 00	192 27	23 00		1,451 29
Weymouth post office			100 00						100 00
Windsor post office, etc		227 51		590 47	508 86	313 10	50 00		1,689 94
Wolfville post office		52 62		631 02	455 00	203 70	38 00		1,380 34
Yarmouth post office, etc	1,611 41	162 75		612 86	553 70	549 32	72 00		3,562 04
Minor offices throughout the province		492 53			21 57				514 10
Generally						2,122 50			2,122 50
Totals, Nova Scotia	21,071 73	11,750 68	15,995 40	31,168 14	17,742 70	16,332 81	2,309 38	747 64	117,118 48
Prince Edward Island.									
Charlottetown *Cameron Block* (Supt. of dredges)		165 15	162 00	85 00		4 93			417 08
" custom house, etc		489 47	70 00	952 16	481 70	30 25	34 00		2,057 58
" experimental farm	926 35				754 42	166 57			1,847 34
" Food Controller's Office			38 50						38 50
" immigration office			174 96			3 11			178 07
" post office, etc	1,558 03	1,873 87		2,819 07	1,524 10	1,843 13	225 00		9,843 20
" *Prowse Block* (Public Works O.)		3 00	68 50	12 00		3 59			87 09
" Public Works office (Clerk of works' res.)			19 05			38			19 43
Georgetown post office, etc	665 53	117 90		126 84	541 30	64 65			1,516 22
Montague post office, etc		226 95		439 76	484 38	72 83			1,223 92

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS.—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Prince Edward Island—Continued.									
Souris post office, etc.		514 81		565 00	455 28	175 00			1,710 09
Summerside post office, etc.		409 89		692 89	556 11	570 20	32 25		2,261 34
Tignish post office		299 49	1 00	646 91	343 44	110 90			1,401 74
Minor offices throughout the province		149 04							149 04
Totals, Prince Edward Island	3,149 91	4,249 57	534 01	6,339 63	5,140 73	3,045 54	291 25		22,750 64
New Brunswick.									
Bathurst post office, etc.		122 55		608 31	549 00	269 84	33 00		1,582 7
Campbellton post office, etc.		442 19		715 21	711 84	559 40	52 00		2,480 64
Campobello fisheries office		93 25	60 00						153 25
" post office, etc.			60 00						60 00
Chatham post office, etc.		138 70	45 00	522 36	472 47	348 17	24 00		1,550 70
Clair immigration office			80 00						80 00
Dalhousie post office, etc.	31 80	121 72		595 01	409 00	91 25	26 00		1,274 78
Edmundston immigration office			60 00						60 00
" post office		755 91	333 33						1,089 24
Fairville post office		84 60	40 00	619 82	349 69	112 82	17 10		1,224 03
Fredericton custom house (old post office)		479 80		639 85	63 80	235 92	121 50		1,540 87
" experimental farm	3,877 58				996 56				4,874 14
" post office, etc.		254 25		832 55	1,066 27	816 04	45 78		3,014 89
Grand Falls post office		44 29		637 26	388 96	156 53	33 00		1,260 04
Hampton post office (Ossekeag)		140 93	25 00	563 36	463 32	46 70			1,239 31
Hartland post office, etc.		21 27		624 98	412 00	45 75	30 00		1,134 00
Hillsborough post office, etc.		131 62		567 51	182 13	129 75			1,014 01
Marysville post office		460 74		168 05	321 38	64 30	65 50		1,079 97
Milltown post office, etc.		389 22		468 75	457 80	302 49	21 60		1,639 86
Moncton post office		436 38		728 38	490 06	638 72	135 25		2,428 79
Newcastle post office, etc.		318 35		619 06	695 96	554 18	35 00		2,222 55
Richibucto post office		15 28		554 96	342 17	166 99			1,079 40
St. John custom house, etc.	805 46	228 78	183 75	5,456 85	3,354 70	803 13	1,555 54	203 32	12,591 53
" immigration building	1,478 84				2,758 61	819 73	136 95		5,194 13
" post office (new)	2,342 02	456 87	10 00	8,191 87	3,459 50	1,944 23	483 46	847 50	17,735 45
" post office, etc. (old)		482 54		3,013 12	2,039 99	486 87	447 18		6,469 70
" quarantine station		269 54		755 00	3,100 43		1,801 72		5,926 69
" savings bank	1,403 17	210 50		107 50	561 09	180 77	53 73		2,516 76

St. John West post office		48 10		539 81	149 27	139 61	9 98		886 77
St. Stephen immigration office		13 00	150 00						163 00
" post office, etc		72 09		571 31	466 98	175 17	78 42		1,363 97
Sussex post office, etc		182 43		562 81	242 41	152 97	82 00		1,222 62
Tracadie Lazaretto		1,004 62		1,440 00	2,866 17	222 86			5,533 65
Woodstock post office, etc		137 75		628 43	438 02	379 15			1,583 35
Minor offices throughout the province		352 86							352 86
Totals, New Brunswick	9,938 87	7,913 13	1,047 08	30,732 12	27,809 58	9,843 34	5,288 71	1,050 82	93,623 65
QUEBEC.									
Acton Vale post office		304 65		539 59	396 49	87 99	28 00		1,356 72
Armstrong customs and immigration building					70 00				70 00
Arthabaska post office		117 04		653 40	552 55	230 60	100 00		1,653 59
Asbestos post office			200 00						200 00
Aylmer post office		50 45		142 51	348 50	247 10	61 00		849 56
Beauharnois post office		30 88	305 00	21 60	120 56	67 97	59 45		605 46
Berthierville post office		2,43		85 33	139 22	46 67	132 00		405 65
Black Lake post office		102 43	150 00						252 43
Brownsburg post office			99 96						99 96
Buckingham post office		57 57		213 27	518 67	130 58	37 20		957 29
Cacouna post office			12 50						12 50
Cap Rouge experimental farm	4,121 82				720 66				4,842 48
Chicoutimi post office, etc		406 58	125 00	599 96	495 82	610 05	300 00		2,537 41
Coaticook post office, etc		294 31		567 66	862 59	339 37	50 00		2,113 93
Compton post office		5 25	110 00						115 25
Cookshire post office		73 80		580 86	373 35	138 37	15 00		1,181 38
Drummondville post office, etc		25 48		713 01	290 92	136 66			1,166 07
Dundee custom house		7 50		38 36	154 40	94 58			294 84
East Angus post office		139 06		646 86	604 49	321 50	43 00		1,754 91
Farnham experimental farm		193 44							193 44
" post office	6,496 13	601 91		618 82	596 09	114 13	20 00		8,447 08
Fraserville post office, etc		490 76		626 32	689 23	138 06	200 00		2,144 37
Granby post office		209 21		580 78	760 84	253 75	150 00		1,954 58
Grand Mere public building	27 75								27 75
Grosse Isle quarantine station, boiler house, etc	117 74								117 74
" " " new buildings, etc.									
" Improvements and repairs	3,426 76	14,994 70							18,421 46
Hull post office		738 76		164 25	692 10	118 89	357 46		2,071 46
Huntington post office			675 00						675 00
Iberville post office		89 53		481 75	127 56	25 52	38 00		762 36
Joliette post office, etc		251 12		646 98	684 05	320 78	110 00		2,012 93
Jonquieres post office		125 88		586 41	390 29	120 23	13 44		1,236 25
Knowlton post office, etc		113 22		170 80	487 10	157 71	21 00		949 83
Lachine post office		25 85		124 96	383 72	150 56	48 26		733 35
Lachute post office		57 00		515 05	642 73	447 96	37 50		1,700 24
Lacolle immigration office			96 00		58 60	14 00			168 60
Laprairie post office		107 94		171 57	316 06	65 94	45 00		706 51
L'Assomption post office				327 91	139 41	80 26	65 00		612 58

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued.									
Lennoxville experimental farm	6,581 40				407 34	88 45			7,077 19
Levis post office, etc	6,936 09	122 75		931 62	790 54	211 59	175 00		9,167 59
Longueuil post office		185 41		465 79	292 55	49 24	61 40		1,054 39
Louiseville post office		52 30		673 88	496 14	191 15	20 00		1,433 47
Magog post office, etc		445 35		540 71	590 11	200 92	78 56		1,855 65
Marieville post office		108 35		524 53	338 73	198 00	28 00		1,197 61
Matane post office		30 05		613 01	524 86	18 00	96 00		1,281 92
Megantic post office		153 60		590 84	673 68	336 63			1,754 75
Mont Joli post office		2 35	240 00	16 81	91 20	42 40			392 76
Montmagny post office, etc		203 55	64 00	591 24	337 45	186 77	50 00	29 20	1,462 21
Montmagny public works storage			50 00						50 00
Montreal *Coristine Building* (Trade & Commerce)			637 47						637 47
" custom house, etc		1,005 84	57 00	154 90	2,569 47	316 01	17 46		4,120 68
" " " (canal office)		63 54		5 08	18 25	37 38			124 25
" *Drummond Building* (Canada Food Board)		2 75	70 00						72 75
" examining warehouse (new)	1,898 06	2,626 67		947 81	5,928 43	2,465 17	4,074 00	3,599 90	21,540 04
" examining warehouse (old)	1,241 14		26 25	206 42	3,630 28	2,304 57	1,554 99	641 29	9,604 94
" forest products laboratory		113 75			695 55	818 20	175 72	1,733 55	3,536 77
" immigration building	1,840 60				2,107 69	43 00	992 17	255 91	5,239 37
" inland revenue building		466 71		377 60	879 34	124 88	793 70		2,642 23
" *La Sauvegarde Building* (Signal service)			500 00			98			500 98
" post office	7,765 12	2,776 54	381 75	2,227 44	8,520 19	11,039 77	4,742 54	5,265 71	42,719 06
" " annex (old Herald Building)		266 55	8,092 00	93 13	752 20	148 76	349 20	403 00	10,104 84
" postal station "A"	3,109 81	123 94	33 26	18 70	1,080 11	442 18	305 55	775 71	5,889 26
" " "B"		230 07		739 10	724 11	464 54	582 00		2,739 82
" " "C"		619 45		35 75	859 94	444 10	672 36		2,631 60
" " "D"		280 65		798 20	841 60	196 62	176 60		2,293 67
" " "E"		492 81		674 25	535 18	313 52	78 82		2,094 58
" " "F"		102 42	8 68	14 60	1,192 65	304 83	190 05		1,813 23
" " "G"	11 71								11 71
" " "H", etc	1,251 59	218 70	92 00	108 25	2,494 79	944 97	1,766 90	2,742 54	9,619 74
" " "L"		81 69		27 80	966 32	237 90	166 20		1,479 91
" " "M"		40 46	600 00	4 40	146 05	61 62	15 00		867 53
" " "N"		31 69	6,814 80	8 80		284 11	232 80		7,372 20
" " "O"		116 55		611 70	637 99	156 48	68 10		1,590 82
" " "S"		124 22		20 80	317 29	86 22	106 76		655 29
" " Delorimier Ave		59 86	840 00	1 00	2 56	98 46	58 20		1,060 08

Montreal postal station Hochelaga		217 34		310 15	317 49	114 87	139 68		1,099 53
" " Ste. Cunegonde			1,750 00						1,750 00
" " St. Henri		504 62		20 85	472 61	208 00	69 94		1,276 02
" *Shaughnessey building* (Marine, etc.)		411 60	12,323 54	14 75		76 49	209 52		13,035 90
" Westmount, inland revenue office			176 00						176 00
" *Windsor station* mail room	2,870 75	35 52	213 00					67 08	3,186 35
" generally		203 52		128,560 50		5,808 88			134,572 90
Murray Bay post office, etc		238 86		576 25	762 90	248 54			1,826 55
Nicolet post office, etc		545 22		524 81	795 31	148 35	70 80		2,084 49
Nominingue immigration building		13 75		300 00	45 00	15 00			373 75
Peribonka immigration building		1 75	20 00	33 32	100 00	4 50			159 57
Pierreville post office		119 99		176 08	187 17	50 75	15 00		548 99
Plessisville post office		114 88		141 25	571 61	400 19	27 95		1,255 88
Quebec archives office			396 00	361 00	9 00	10 50			776 50
" Business profit war tax office			25 00	6 00		2 10			33 10
" Canada Food Board		6 60	375 00						381 60
" Cidadel (Gov. General's quarters)		1,342 84	59 10	713 43	1,275 15	150 44			3,540 96
" Citadel school of gunnery	1,880 00								1,880 00
" custom house, etc	1,148 52	51 25	114 50	4,192 60	2,576 38	1,146 75	800 00	875 00	10,905 00
" examining warehouse		847 87		3,541 95	1,591 93	387 71	450 00	1,125 00	7,944 46
" immigration buildings (Louise embankment)					24,39	1,395 15		1,706 25	3,125 79
" immigration detention hospital (Medical Superintendent's residence)			600 00						600 00
" immigration detention hospital (Savard Park)					893 95	638 77			1,532 72
" immigration office, 101 St. John St		191 98	125 00						316 98
" marine agency (King's wharf.)	1,893 00	76 81			693 83		750 00		3,413 64
" observatory		16 04				84 16	50 00		150 20
" post office	10,150 41	2,539 27	215 75	12,815 36	3,131 58	2,020 77	810 00	988 55	32,671 69
" postal station "B"		45	3,000 00			170,28			3,170 73
" Faubourg St. Jean post office	1,737 62		2,100 00	89 70		121 02			4,048 34
" Candiac post office			75 00						75 00
" St. Roch post office		146 21		920 53	589 16	465 13	400 00	50 00	2,571 03
" St. Sauveur post office		523 60		478 06	423 30	340 31	193 75		1,959 02
" weights and measures office		23 60			147 65	16 48			187 73
" generally		350 75		5,492 21		815 09			6,658 05
Richmond post office, etc		393 03		694 35	592 47	257 55	25 00		1,962 40
Rigaud post office, etc		130 66		326 64	416 33	185 42	11 00		1,070 05
Rimouski post office, etc		185 94		376 91	345 51	118 32	150 00		1,176 68
Roberval immigration building				33 32		18 75	8 34		60 41
" post office		454 86		632 71	200 00	598 40	25 00		1,910 97
Rock Island post office, etc		142 25		620 37	904 70	267 49	28 52		1,963 33
Ste. Agathe des Monts post office		419 97		605 54	503 76	152 10			1,681 37
Ste. Anne de Bellevue post office		9 85	250 00			21 00	19 95		300 80
Ste. Anne de la Pocatiere experimental farm	2,767 49				25 00				2,792 49
St. Eustache post office			300 00			31 15	15 00		346 15
St. Felix de Valois post office			87 00						87 00
St. Gabriel de Brandon post office		5 96		638 35	15 00	113 09	125 00		897 40

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued.									
St. George de Beauce post office			200 00						200 00
St. Hyacinthe inland revenue building	1,211 43			573 86	116 25	28 13	383 00		2,312 67
" post office, etc		239 46		725 89	561 85	242 63	383 00		2,152 83
St. Jacques de l'Achigan P. O. site (fence)		15 33							15 83
St. Jean custom house		96 18		543 34		61 21	60 00		760 73
" post office		176 07		306 72	527 71	185 88			1,196 38
St. Jean de Matha post office			8 33						8 33
St. Jerome post office, etc		77 57		589 17	559 67	53 93	60 39		1,340 73
St. Joseph de Beauce post office		161 37	200 00			16 63	9 00		387 00
St. Lambert post office	1,806 02	81 31		571 67	445 00	100 76	26 52		3,031 28
Ste. Rose post office			162 00						162 00
Ste. Therese post office, etc		126 86		661 75	482 31	195 91			1,466 83
St. Tite post office		8 15	200 00	1 65	223 75	58 56			492 11
Sayabec post office			125 00						125 00
Shawinigan Falls post office		374 35		598 51	719 60	124 95	22 92		1,840 33
Shawville post office		24 20		599 82	458 59	225 80			1,308 41
Sherbrooke post office, etc		866 95	150 17	1,134 90	1,119 60	531 10	83 68		3,886 40
" post office inspector's office		90	996 00			13 65			1,010 55
" public works dept. (engineer's office)			1,333 50						1,333 50
Sorel post office, etc		951 42		664 18	854 29	447 03	256 80		3,173 72
Spirit Lake (Pontiac Co.) Experimental farm					242 25				242 25
Stanstead Plain post office			113 00						113 00
Terrebonne post office, etc		42 00		352 25	434 99	85 50	17 00		931 74
Thetford Mines post office, etc		714 55		170 90	382 37	279 05	15 00		1,561 87
Trois Pistoles post office			75 00						75 00
Trois Rivieres paymaster's office			40 00						40 00
" post office, etc.—temporary		32 04	15 75	836 30		130 92	43 04		1,058 05
" " (Inspector's office)			35 00	35 00		1 28			71 28
" " (new)	6,984 68	416 01	25 00	1,032 87	885 05	423 37		2 16	9,769 04
Valleyfield post office, etc		136 45		960 31	684 46	201 80	90 00		2,073 02
Verdun post office			340 00		14 94				354 94
Victoriaville post office, etc		85 57	1 00	341 77	437 79	199 60			1,065 73
Minor offices throughout the Province		1,312 54		50 00	42 94				1,405 48
Quebec Province Generally					61 86				61 86
Totals, Quebec	77,275 64	46,971 44	46,505 31	195,790 02	77,925 04	47,527 74	25,404 19	20,260 85	537, 660 23

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Sundry Maintenance.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Power.	Total.
OTTAWA BUILDINGS.—*Departmental buildings.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Hunter building	1,000,104 11								1,000,104 11
West Block, McKenzie wing repairs, metal covering		2,354 07							2,354 07
Parliament buildings-restoration	2,263,048 56								2,263,048 56
Parliament and Dept. bldgs.—Generally									
(Library of Parliament, East, West, Langevin and Connaught blocks)					50,806 56	77,034 95	25,746 72		153,588 23
Grounds, including Major's Hill park			3,566 82		420 00	427 52	466 86		4,881 20
Macerating plant—Currency branch Department of Finance	761 87								761 87
Power for elevators								31,492 38	31,492 38
Repairs, furniture, etc		434,218 88							434,218 88
Steel fittings	75,080 57								75,080 57
Telephone service			62,009 84						62,009 84
Sites for new departmental buildings—									
Wellington street, West	4,787 15								4,787 15
Maintenance of acquired properties—									
Sussex street		692 12			450 00	989 07	57 97		2,189 16
Wellington street, East					420 00	568 91	201 12		1,190 03
" " West		7,792 85			4,609 92	11,736 96	1,576 92		25,716 65
Archives building					1,320 00	927 63	320 23		2,567 86
Astronomical observatory			2,899 49			1,302 86	785 19		4,987 54
Biological laboratory						961 17	92 28		1,053 45
Experimental farm	29,225 89					7,438 67	489 41		37,153 97
Fuel testing building						2,317 13	593 38		2,910 51
Geodetic building					450 00	1,356 63			1,806 63
Mines building (Sussex street)					3,300 00	2,078 13	3,011 85		8,389 98
National art gallery	1,098 50		6,894 50						7,993 00
Post-office					6,919 92	4,937 57	875 65		12,733 14
Printing bureau (Freight elevators)	6,178 98					14,239 65	4,365 67		24,784 30
Public Works (Workshop)					1,080 00	3,264 73	237 74		4,582 47
Rideau Hall	1,494 48	23,769 98							25,264 46
" ground, green houses			13,612 41		420 00	704 85			14,737 26
" snow			2,153 00						2,153 00
" fuel and light			17,000 00						17,000 00
" watchman			840 00						840 00
Royal mint					900 00	6,576 10	228 15		7,704 25
Supreme court					1,839 96	1,689 80	242 64		3,772 40
Victoria Island shipyard					450 00		217 26		667 26
Victoria Memorial Museum					11,643 42	13,748 56	2,530 57		27,922 55
Sundry rented buildings				643,685 01	40,241 62	24,149 04	15,523 02		723,598 69
Totals, Ottawa buildings	3,381,780 11	468,827 90	108,976 06	643,685 01	125,271 40	176,449 93	57,562 63	31,492 38	4,994,045 42

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario.									
Acton post office, etc		10 90		617 96	881 74	103 96			1,614 56
Alexandria post office, etc		42 94		511 27	318 22	222 30	7 50		1,102 23
Almonte post office, etc		228 58		650 02	884 11	284 68	83 00		2,130 39
Amherstburg post office, etc		78 46		562 61	393 55	66 99	35 00		1,136 61
Arnprior post office, etc		57 20		611 16	374 24	338 58	32 00		1,413 18
Athens post office, etc		55 68		90 81	420 83	90 82			658 14
Aurora post office, etc		123 24		631 61	357 19	31 57	16 00		1,159 61
Aylmer post office, etc		53 90		622 16	546 96	220 35	26 66		1,470 03
Barrie post office, etc		423 28		610 69	414 50	285 03	50 00		1,783 50
Belleville income tax office			140 00						140 00
" post office, etc		435 95		892 63	1,238 11	848 81	72 75		3,488 25
Blenheim post office			200 00						200 00
Bowmanville post office, etc		69 71		514 10	382 69	109 17	49 92		1,125 59
Bracebridge post office, etc		112 06		632 71	515 69	111 50	11 17		1,383 13
Brampton post office, etc		51 80		641 28	425 35	121 41	24 10		1,263 94
Brantford post office, etc		249 72		6,052 32	1,926 95	343 51	85 89	335 42	8,993 81
Bridgeburg post office, etc		538 97		379 88	401 21	194 25	20 00		1,534 31
Brighton post office			100 00						100 00
Brockville post office, etc		531 74		1,120 91	757 50	807 68	153 00		3,370 83
Burford post office, etc		12 56		549 96	473 70	64 91			1,101 13
Cardinal post office		23 55		16 09	306 10	27 66	15 00		388 40
Carleton Place post office, etc		1 86		611 91	339 33	131 81	31 52		1,116 43
Cayuga post office		306 23		318 50	140 13	111 01			875 87
Chatham post office, etc	22 72	178 27		633 95	242 72	226 74	18 09		1,322 49
Chesley post office, etc		3 90		614 13	508 36	175 48	25 00		1,326 87
Clinton post office, etc		157 75		274 32	553 32	108 78	17 37		1,111 54
Cobalt post office		57 35	2,000 00			174 51			2,231 86
Cobourg post office, etc		853 83		667 30	450 54	245 79	50 75		2,268 21
Collingwood post office, etc		138 95		922 12	1,139 26	253 20	82 31		2,535 84
Cornwall post office, etc		208 39		912 94	951 00	341 08	75 00		2,488 41
Deseronto post office, etc		17 70		585 82	261 82	417 55	39 00		1,321 89
Dresden post office		20 78		611 20	391 27	169 98	37 19		1,230 42
Dundas post office		96 36		730 41	499 83	175 57	27 26		1,529 43
Dunnville post office (site)	74 12								74 12
Eganville post office, etc		20 95		630 28	335 36	174 63	34 00		1,195 22
Elmira post office, etc	1,037 68			648 22	651 36	65 77	10 24		2,413 27
Elora post office		23 63		668 76	308 32	89 53		6 00	1,096 24
Essex post office		10 50		660 58	210 98	100 83	37 50		1,020 39

Exeter post office, etc.		11 18							11 18
Fergus post office				619 41	733 11	116 98	25 00		1,494 50
Fort Erie immigration building		44 50							44 50
Fort Frances immigration building		54 00							54 00
Fort William District Engineer's office			352 00						352 00
Fort William examining warehouse		235 66		3,188 11	1,244 00	113 59	162 00	184 98	5,128 34
Fort William post office	510 49	106 95		690 57	994 25	293 63	90 00		2,685 89
Galt post office, etc.		621 45		696 51	375 84	142 46	55 06		1,891 32
Gananoque custom house		0 30			314 00	58 77	17 46		390 53
" post office, etc.		35 92		594 41	446 50	106 54	26 13		1,209 50
Glencoe post office, etc.		49 45		595 01	406 40	98 85	2 50		1,152 21
Goderich post office, etc.		272 50		641 25	961 16	146 71	60 00		2,081 62
Grimsby post office, etc.		19 75		635 51	326 25	83 51	22 02		1,087 04
Guelph post office, etc.		195 58		869 90	1,434 67	213 74	66 36		2,780 25
Hamilton post office " B "		18 50	1,200 00			23 32	10 30		1,252 12
" post office, etc.	2,744 34	1,104 46	37 07	11,081 22	2,252 38	883 24	1,401 85	55 88	19,560 44
Hanover post office, etc.		21 77		577 27	381 72	153 09	114 00		1,247 85
Harriston post office, etc.		31 40		567 57	822 02	126 97	9 50		1,557 46
Hawkesbury post office, etc.		166 91		615 61	234 78	163 36	23 75		1,204 41
Ingersoll post office, etc.		86 50		694 44	444 25	172 81	25 76		1,423 76
Kapuskasing (Algoma) experimental farm		22 55			432 98				455 53
Kemptville post office, etc.	650 00	49 95		82 05	550 61	215 92			1,548 53
Kenora post office, etc.	3,693 04	4 50		662 61	909 34	319 02	70 76		5,659 27
Kincardine post office		206 85		249 96	518 64	212 10			1,187 55
Kingston custom house		464 10		911 63	640 76	189 08			2,205 57
" immigration office		152 63	180 00		54 31	5 00			391 94
" inland revenue office, etc.		204 70	2,276 48	688 35	862 72	244 79	36 72		4,313 76
" *Northern Crown Bank* (War Tax Office)		210 86	250 00	79 40	24 42	2 62			567 30
" ordnance stores			1,000 00						1,000 00
" post office, etc.		1,075,56		714 80	866 55	685 77	11 63		3,354 31
" R.M.C. educational block	678 85								678 85
Kingsville post office	6 12								6 12
Kitchener examining warehouse			1,440 00			5 96	2 26		1,448 22
" G.T.R. station mail room			50 00						50 00
" post office, etc.		180 79		613 24	552 12	157 17	16 22		1,519 54
Lakefield post office		3 75		642 26	274 55	308 03			1,228 59
Lansdowne post office			25 00		57 28				82 28
Leamington post office, etc.				556 81	485 08	164 39	24 00		1,230 28
Lindsay post office, etc.		130 63		739 67	706 05	289 13	30 70		1,896 18
Listowel post office, etc.		372 25		606 81	600 16	137 69	47 33		1,764 24
London custom house, etc.	449 69	203 55		1,969 77	2,362 41	269 31	115 48		5,370 21
" post office, etc.	4,343 30			3,037 74	2,975,22	733 96	132 94	33 50	11,256 66
L'Orignal post office			125 00						125 00
Markham post office				600 00	170 78	40 00	5 00		815 78
Merrickville post office		1 50	200 00						201 50
Midland post office, etc.		15 20	43 00	536 21	731 87	164 01	23 45		1,513 74
Mildmay post office, etc.		40 55		64 90	54 26	49 28			208 99
Milton post office		90 54		609 61	307 51	77 32	16 50		1,101 48
Milverton post office, etc.		11 62		630 55	321 00	132 19			1,095 36

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Continued.									
Mitchell post office		1 75		618 98	652 83	53 55	82 00		1,409 11
Mount Forest post office		28 30		418 40	369 95	147 59	14 34		978 58
Napanee post office		52 76		606 60	309 14	215 04	72 41		1,255 95
Newmarket post office, etc		171 27		722 04	381 75	62 64	13 96		1,351 66
Niagara Falls post office, etc		431 51		715 29	598 87	118 91	55 99		1,920 57
North Bay post office, etc		238 51	15 00	1,039 59	979 70	273 28	36 00		2,582 08
Norwich post office, etc		14 00		723 52	303 22	95 66	25 00		1,161 40
Orangeville post office, etc		570 30		649 80	319 80	55 01	20 00		1,614 91
Orillia post office, etc		368 66		634 22	1,051 30	217 60	23 40	16 15	2,311 33
Oshawa post office, etc		101 56		806 07	489 33	142 87	26 11		1,565 94
Owen Sound post office, etc		526 23		805 73	702 27	177 52	61 78		2,273 53
Palmerston post office, etc		77 68		651 84	338 56	196 72	34 00		1,298 80
Paris post office		1 00		552 92	402 40	90 20	45 60		1,092 12
Parkhill post office, etc		317 54		203 02	373 16	36 42			930 14
Pembroke post office, etc		564 50		651 27	533 03	384 61	40 00		2,173 41
Perth inland revenue office	4 24		310 81						315 05
Peterboro' custom house		170 75		583 32	536 25	99 33	50 00		1,439 65
" post office		610 26		918 32	858 19	264 92	75 00		2,726 69
" weights and measures			250 00						250 00
Petrolia post office, etc		38 80		467 75	229 25	142 05	47 76		925 61
Picton post office, etc		277 29		579 14	800 35	131 99	26 75		1,815 52
Port Arthur examining warehouse, etc		60 40	53 75	4,433 94	1,316 50	328 66	381 50	539 36	7,114 11
" immigration building							0 90		0 90
" post office, etc	10 84	66 19		547 13	617 41	271 42	52 53		1,565 52
Port Colborne post office		1,836 48		567 74	171 85	135 85	20 00		2,731 92
Port Hope post office, etc		76 50		659 47	365 27	496 56	9 54		1,607 34
Port Perry post office		6 82		607 39	421 87	169 71	44 00		1,249 79
Prescott custom house		20 99		94 12	339 37	35 89	60 00		550 37
" post office		68 65		1,028 49	369 38	131 73	60 00		1,658 25
Preston post office, etc		104 80		611 69	503 48	126 34	66 02		1,412 33
Renfrew post office, etc		70 60		686 04	638 59	213 47	27 00		1,635 70
Ridgetown post office			300 00						300 00
St. Catharines income tax office		3 00	250 00						253 00
" post office, etc		178 51		629 72	880 54	242 70	153 89		2,085 36
St. Mary's post office, etc		105 87		525 82	467 60	140 42	29 42		1,269 13
St. Thomas post office		745 87		514 83	443 09	202 49	15 47		1,921 75
Sandwich post office, etc		263 33		584 05	332 21	53 55	27 65		1,260 79
Sarnia post office, etc		138 90		713 01	546 47	202 46			1,600 84
Sault Ste. Marie post office, etc	1,197 20	645 53	83 00	2,209 96	1,131 40	723 50	64 86	415 71	6,471 16
Seaforth post office		157 14		582 57	360 61	144 13	16 00		1,260 45

Shelburne post office, etc.		161 50		588 96	354 63	105 85	11 00		1,221 94
Simcoe post office, etc.		60 19		514 30	259 46	145 28	20 00		999 23
Smith's Falls post office, etc.		124 75		662 93	536 42	304 50	88 00		1,716 60
Steelton post office		21 40		549 96	204 78	79 99	21 75		877 88
Stratford post office, etc.		530 95		762 47	771 34	257 85	58 00		2,380 61
Strathroy post office, etc.		53 35		614 17	371 41	89 39	22 50		1,150 82
Sturgeon Falls post office			650 00						650 00
Sudbury post office, etc.		172 43		863 07	1,927 13	583 37	134 25		3,680 25
Tilbury post office		124 65		615 71	135 75	153 93	14 00		1,044 04
Tillsonburg post office, etc.		15 20		616 66	432 82	128 86	25 10		1,218 64
Toronto Asst. Receiver General's office (temporary)		89 72	7,499 97	10 51	3 42	101 84	18 48		7,723 94
" *Bank of Toronto Bldg.* (Inland Revenue)		86 63	180 00						266 63
" custom house	1,071 61	59 22		4,914 88	1,385 33	732 44	92 07	115 29	8,370 84
" " (new)	34 04								34 04
" customs express office		692 84		742 98	186 17	538 83	95 81	67 72	2,324 35
" examining warehouse (addition)	15,603 58	1,251 49		7,900 73	1,859 69	670 25	130 51	216 14	27,632 39
" inland revenue building		1,082 57		483 40	560 16	277 19	15 15	11 47	2,429 94
" Meteorological building, 315 Bloor St. West		35 55							35 55
" *Pacific Building* (grain inspection)			192 50						192 50
" post office, etc. (and additions)	4,018 33	1,188 36	175 00	17,761 08	6,369 16	6,656 80	687 34	396 10	37,252 17
" " garage, Duchess St.	5 51								5 51
" " " Richmond St.		366 18	384 30	642 70	872 66	385 49	209 59		2,860 92
" " taxes and repairs to buildings on site purchased for addition, but still occupied by private tenants	5,069 32	1,521 80							6,591 12
" postal station "A", new G.T.R. station	299,979 14			12 50		10 00			300,001 64
" " "A" old "		890 47	1,800 00	2,992 73	31 17	459 40		302 94	6,476 71
" " "A" (temporary)		1,122 42		701 98	1,022 15	1,036 48			3,883 03
" " "C"		50 95		777 40	470 01	285 59	64 44		1,648 39
" " "D"		457 52		799 04	444 73	300 52	10 60		2,012 41
" " "E"		77 37	1,440 00	41 78	22 32	282 25	13 63		1,877 35
" " "F", etc.		234 00	74 00	1,045 04	618 51	291 47	26 16		2,289 18
" " "G"		58 57	3 92	1,550 75	852 24	325 83	20 11	224 99	3,036 41
" " "H"		31 08	900 00	27 28	2 88	97 53			1,058 77
" " "K"		69 10		710 05	441 41	95 06	21 38		1,337 00
" " "L" (exhibition grounds)		1 85							1 85
" generally				28,250 30		255 90			28,506 20
Trenton post office, etc.		83 88		635 13	493 26	188 41	63 46		1,464 14
Uxbridge post office, etc.		7 68		612 11	409 82	213 70			1,243 31
Walkerton post office, etc.		27 55		549 96	372 01	213 20	69 00		1,231 72
Walkerville post office, etc.		611 80		1,067 56	474 91	235 47	34 65		2,424 39
Waterloo post office, etc.		96 73		618 36	525 98	139 20	38 83		1,419 10
Welland post office, etc.		317 58		648 43	763 85	62 19	35 61		1,827 66
Whitby post office, etc.		5 17		520 95	328 09	89 22	38 00		981 43
Windsor post office, etc.	1,783 69	519 89		1,736 36	611 31	711 83	118 76		5,481 84
" Public Works Dept. (Engineer's office)			1,269 00	50 00		10 48			1,329 48

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Continued.									
Wingham post office		48 83		250 67	730 32	382 99	29 56		1,442 37
Woodstock post office, etc		275 83		1,053 17	593 37	146 56	43 20		2,112 13
Minor offices throughout the Province		1,271 40				19 17			1,290 57
Ontario generally (excluding Ottawa)						413 60			413 60
Totals, Ontario (excluding Ottawa)	342,987 85	34,726 25	25,449 80	171,501 62	88,405 85	38,538 45	7,861 72	2,921 65	712,393 19
Manitoba.									
Brandon examining warehouse			1,875 00		178 48	27 05			2,080 53
" experimental farm	2,239 20				704 30	284 55		29 80	3,257 85
" immigration building		30 35			210 00	11 60	7 15		259 10
" post office, etc		676 97		1,132 20	1,032 40	1,020 72	95 02		3,957 31
Carman post office		2 85		676 40	403 15	153 12			1,235 52
Dauphin forestry office		139 00							139 00
" post office		96 40		656 50	775 41	371 69	50 40		1,950 40
Deloraine immigration building			300 00						300 00
Emerson immigration office		25 00	65 00		24 75				114 75
" post office, etc		49 62		655 20	685 80	62 65	24 50		1,477 77
Gimli post office			86 36						86 36
Gretna immigration office		32 40							32 40
Le Pas lands office		280 00	600 00						880 00
" post office			600 00		133 50				733 50
Melita post office			163 00						163 00
Minnedosa post office, etc		126 75		822 51	1,039 80	208 75			2,197 81
Morden experimental farm	1,635 87								1,635 87
" post office, etc		80 50		808 30	351 00	175 68			1,415 48
Neepawa post office, etc		17 80		906 01	579 79	69 60	28 27		1,601 47
Portage la Prairie armoury, etc		6 78		552 30	610 40	69 74	68 70		1,307 92
" " examining warehouse		1 50	420 00		87 94	12 85	24 00		546 29
" " post office		475 12		841 85	711 52	658 25	52 76		2,739 50
Roblin forestry office			30 00						30 00
St. Boniface post office		87 64		766 50	524 51	60 21	25 88		1,464 74
Selkirk post office		0 95		814 67	772 28	42 67	14 99		1,645 56
Shoal Lake post office			180 00						180 00
Souris post office, etc		25 60		731 80	490 10	130 62	46 28		1,424 40
Stonewall post office		5 85		514 50	293 71	35 48			849 54
Virden immigration building			96 00						96 00
" post office, etc		271 15		782 00	901 68				1,954 83

Winnipeg *Advocate building* (gas and elec. insp.)	1,293 47	20 45	750 00	119 66					2,183 58
" *Boyd building* (Archives, etc.)		99 00	1,600 00			15 00			1,714 00
" *Chamber of Commerce Bldg.* (Interior Dept.)		16 80	3,855 00			73 29			3,945 09
" custom house (old post office)	1,222 36	501 60		8,113 99	2,670 65	822 38	125 20	122 61	13,578 79
" drill hall (Main)	4,987 86								4,987 86
" examining warehouse	2,270 54			8,465 09	5,162 35	453 24	580 69	141 54	17,073 45
" grain warehouse					36 00				36 00
" immigration buildings	609 10	2,072 47	37 52		5,359 66	1,625 29	680 26	185 08	10,569 38
" *Notre Dame Investment Bldg.* (Lands Inspector's office)		14 10	2,237 75	9 00		31 38			2,292 23
" post office, etc.	8,569 00	1,268 25	132 75	13,809 76	7,492 56	3,070 79	700 23	521 07	35,564 41
" postal station "A"		753 59		308 10		151 48		34 51	1,247 68
" " "A" (new)	5,798 59								5,798 59
" " "B"		1,459 34		2,441 50	982 48	156 71	130 24	5 18	5,175 45
" " "C"		3 50	1,250 00	363 64	3 38	92 81			1,713 33
" " "D"		10 60	1,600 00	402 19	281 69	123 71	26 40		2,444 59
" *Scott Block* (Food control, etc.)		75 25	2,790 00						2,865 25
" To pay Govt's share *re* local impts.	15,264 49								15,264 49
" *Tribune Bldg.* (Labour Dept.)		174 50	200 00						374 50
" *Trust and Loan Bldg.* (Income Tax office)		720 00	1,500 00						2,220 00
" *Union Bank Bldg.* (War Tax office)			112 50			4 81			117 31
" *Union Station* mail room		100 40	2,416 00						2,516 40
" Generally				6,480 00		663 92			7,143 92
Minor offices throughout the Province		63 65							63 65
Totals, Manitoba	43,890 48	9,785 73	22,896 88	51,173 67	32,499 29	10,680 04	2,680 97	1,039 79	174,646 85
PUBLIC BUILDINGS.									
Saskatchewan.									
Battleford post office, etc		210 80		723 40	56 00	386 53	76 34		1,453 07
Biggar immigration building		23 80							23 80
Estevan post office, etc	1,620 00	195 25		578 00	211 70	217 12	24 45		2,846 52
Gravelbourg post office, etc		318 30		175 00	272 50	84 00	18 40		868 20
Hudson Bay Junction forestry office			54 00						54 00
Humboldt post office, etc		229 75		814 50	1,075 20	214 52	79 12		2,413 09
Indian Head experimental farm	294 99				709 60	322 95	257 41		1,584 95
" fisheries inspector's office		48 40	171 00	5 45	10 70	1 50			237 05
" forest nursery station		182 75			1,198 27		120 46		1,501 48
" forestry office			516 00			20 51			536 51
Kerrobert immigration building		7 64	1 00						8 64
Lloydminster post office, etc		792 80		726 15	496 80	215 03			2,230 78
Maple Creek forestry office			105 00						105 00
" lands office			600 00						600 00
" post office, etc		383 58		241 12	317 66	123 40	54 00		1,119 76
Melfort post office, etc		372 25		765 11	954 55	222 34	36 00		2,350 25
Moosejaw immigration building		34 80				19 62	9 00		63 42
" post office, etc	2,254 28	671 23	300 00	4,259 08	3,295 01	1,387 75	198 95	496 60	12,862 90

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
PUBLIC BUILDINGS.—*Continued.*									
Saskatchewan—Continued.									
Moosomin lands office			182 67						182 67
North Battleford immigration building			1 00		19 00	25 81	15 95		61 76
" post office, etc	1,298 06			1,064 50	1,311 77	316 19	297 99		4,288 51
North Portal immigration building		45 00	1 00		23 35				69 35
Prince Albert immigration building		24 50			187 50	9 55	5 20		226 75
" Inspector of taxation office			30 00						30 00
" post office, etc		612 70		2,177 39	1,875 00	911 54	90 91		5,667 54
" public works dept. (Engineer's office)			1,100 00			11 00			1,111 00
Regina Asst. Receiver General's office	5,111 07	1,078 40		1,043 12	591 13	41 38	16 68	16 86	7,898 64
" *Canada Life Bldg.* (Canada Food Board)			256 00						256 00
" examining warehouse		166 61		631 40	485 57	86 20	13 69	45 17	1,428 64
" inland revenue office		2 00	2,010 00			31 21			2,043 21
" *McCallum-Hill building* (Agriculture, etc)		24 19	1,414 20			24 58			1,462 97
" post office, etc		1,508 15	35 00	4,278 74	1,300 19	1,915 64	348 51	314 59	9,700 82
" postal station "A" (C.P.R. stn.)		140 85	3,240 00	9 25					3,390 10
" *Simpson Building* (Parcel Post)			1 00						1 00
Rosthern experimental farm	1,206 00				334 05				1,540 05
Saskatoon *Canada Building* (Inland Rev., etc.)		2 00	1,428 00			32 55			1,462 55
" custom house			4,200 00			208 70			4,408 70
" examining warehouse		78 96	1,363 33			14 78			1,457 07
" forest nursery station		384 60			723 45				1,108 05
" immigration building		85 40			227 20	19 38	11 66		343 64
" lands office		108 00	2,400 00						2,508 00
" mail room (C.P.R. station)		291 50	180 00						471 50
" " (C.N.R. station)		114 95							114 95
" post office, etc	1,050 90	1,663 84		2,586 21	1,243 42	844 18	71 27	6 00	7,465 82
" weights and measures office			660 00						660 00
Scott experimental farm	597 27				317 75	85 44			1,000 46
Sutherland forest nursery station	11,527 50								11,527 50
Swift Current lands office		404 03	1,439 91						1,843 94
" post office			1,800 00			258 16			2,058 16
Tisdale immigration building		4 00		52 50					56 50
Unity immigration building					57 65				57 65
Wadena immigration building		19 11	1 00						20 11
West Poplar River immigration building	375 50				6 40				381 90
Weyburn post office, etc		1,026 10		749 60	645 02	407 81	84 75		2,913 28
Wilkie immigration building		17 70							17 70
Yorkton post office, etc		202 65		717 42	906 15	651 09	65 45		2,542 76

Minor offices throughout the province		143 07							143 07
Saskatchewan Dominion buildings generally						225 36			225 36
Totals, Saskatchewan	25,335 57	11,619 66	23,490 11	21,597 94	18,852 59	9,335 82	1,896 19	879 22	113,007 10
Alberta.									
Athabaska immigration building			15 00		90 50				105 50
Bassano post office, etc		201 50		497 60	513 45	237 67	31 85		1,482 07
Calgary Asst. Receiver Genl's office	5,029 50	318 85		355 16	181 60	52 35	21 04		5,958 50
" *Blow building* (Irrigation)		666 84	11,235 60	860 05		197 20			12,959 69
" *Board of Trade Building* (Weights and Measures office)		2 98	270 94			13 28			287 20
" *Cadogan Building* (Inland Revenue)			450 00						450 00
" *Canada Life Building* (P.O.D. and I.R.)		274 79	5,175 00			58 10			5,507 89
" custom examining warehouse	4,166 94	1,687 27		4,621 06	1,638 65	563 65	839 85	1,080 39	14,597 81
" *Dominion Bank Building* (Forestry Office)		66 00							66 00
" drill hall	80,710 47								80,710 47
" *Herald Building* (Ry. Com.)			1,260 00			10 38			1,270 38
" immigration building		48 87	10 00						58 87
" *Judge Travis Building* (Immigration)			40 00			0 75			40 75
" *Lancaster Building* (P.O.)	4,379 76	348 75	4,391 57	307 58	167 10	170 49			9,765 25
" *Leeson-Lineham Building* (Interior D.)		105 90	480 00						585 90
" *Lougheed Build* (P.W. Architect's office)				61 50					61 50
" post office (temporary)		415 44	6,093 75	2,581 98	1,034 55	793 68	97 22	100 85	11,117 47
" seeds office		13 75	1,500 00	0 35		10 80			1,524 90
" *Thomas Building* (Interior D.)			3,855 40			23 52			3,878 92
" generally						232 50			232 50
Castor immigration building					12 10				12 10
Coutts immigration building	1,855 24		8 50						1,863 74
Edmonton *Agency Building* (Fisheries Insp.)			260 00						260 00
" examining warehouse			4,200 00						4,200 00
" Food board			200 00						200 00
" Govt. share *re* pavement on Jasper Av.	21,159 75								21,159 75
" immigration building		198 50	1 00		542 41	71 66	49 77		863 34
" lands office			4,890 00	314 65		276 57			5,481 22
" *McLeod Building* (National service)		7 00	870 00			1 40			878 40
" post office, etc		3,363 67	204 00	7,793 84	1,599 68	1,674 95	104 42	314 74	15,055 30
Edmonton South (Strathcona) immigration bld.		2 80							2 80
" " post office, etc		600 50		1,073 15	481 51	177 21	61 96		2,394 33
Edson immigration building					120 00				120 00
Entwistle immigration building		101 54	3 00						104 54
Falher immigration building			600 00		125 00				725 00
Grande Prairie immigration building		3 00	5 00		193 65				201 65
" lands office	1,062 70		120 00						1,182 70
" " temporary		190 30							190 30
Grouard immigration building			325 00						325 00
" lands office		50 00							50 00
High Prairie lands office		103 51	900 00	24 00					1,027 51
Lacombe experimental farm	468 10				1,311 39	259 83	12 00		2,051 32

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
PUBLIC BUILDINGS—*Continued.*									
Alberta—Continued.									
Lethbridge experimental farm	1,174 05				477 06	129 48			1,780 59
" immigration building		22 45			28 35	6 40	12 80		70 00
" post office, etc		974 72		5,652 12	1,528 25	691 33	188 45	335 20	9,370 07
Macleod custom house					79 10	42 94	31 41		153 45
Medicine Hat immigration building			40 00	6 00					46 00
" post office, etc	1,005 50	237 09		1,705 50	283 12	531 37	118 07		3,880 65
Peace River Crossing immigration building			10 00		180 00				190 00
" lands office			720 00		180 83				900 83
" post office			235 00						235 00
Pincher Creek forestry office			360 00						360 00
Red Deer public building		54 53		807 90	411 15	57 12	40 30		1,371 00
Rocky Mountain forestry office		220 35	300 00		30 25				550 60
Spirit River immigration building		40 35	10 00		25 00				75 35
Vermilion immigration building			2 50						2 50
" post office					355 00				355 00
Viking immigration building		35 08							35 08
Wainwright immigration building		19 00			77 69				96 69
Wetaskiwin immigration building		13 20							13 20
" post office	2,817 45	10 00		718 15	15 75	294 39	30 85		3,886 59
Minor offices throughout the Province		383 38			72 00				455 38
Totals, Alberta	123,829 46	10,781 91	49,041 26	27,380 59	11,755 14	6,579 02	1,639 99	1,831 18	232,838 55
British Columbia.									
Agassiz experimental farm	1,894 12				1,322 72				3,216 84
Alberni post office (old)			80 00						80 00
Ashcroft post office		121 45		1,069 81	205 63	403 83	104 00		1,904 72
Atlin post office, etc		810 27		174 20	195 50	113 50			1,293 47
Chase Public Works D. (engineer's office)			30 00		109 72	19 85	9 00		168 57
Chilliwack post office, etc		18 15		622 66	373 24	71 80	36 00		1,121 85
Comox post office, etc		34 70		290 99	459 26	33 75			818 70
Cranbrook post office, etc		33 30		1,061 53	707 32	472 74	53 19		2,328 08
Cumberland post office, etc		526 56		670 12	9 00	243 02	55 00		1,503 70
Douglas immigration building		41 95			37 50	12 27			91 72
Duncan post office, etc		104 70		927 04	506 50	292 81	30 00		1,861 05
Fernie post office, etc	223 13	102 40		898 31	406 80	151 80	44 55		1,826 99
Field post office, etc		45 00							45 00
Glacier post office, etc		1 50							1 50
Grand Forks post office, etc		91 80		891 36	771 35	226 75	70 00		2,051 26

Greenwood post office, etc.		27 00		703 45	842 13	246 98	66 00		1,885 56
Huntingdon immigration building		51 16							51 16
Invermere experimental farm	611 61								611 61
Kamloops *Acadia Block* (Interior D.)			3,178 20						3,178 20
" *Tremont building* (post office temporary)		132 98	1,200 00	1,003 51	645 27	386 74	36 00		3,404 50
Ladysmith post office		5 15		605 60	234 00	39 82	20 00		904 57
Nanaimo post office, etc		444 25		1,662 87	468 50	699 87	27 00		3,302 49
Nelson income tax office			223 50						223 50
" post office, etc		410 98	59 00	878 71	867 23	486 62	54 00		2,756 54
" public works Dept. (Engineer's office)			450 00						450 00
New Westminster Indian and fisheries building		408 03		871 23	215 95	58 96	26 42		1,580 59
" post office, etc		1,011 62	196 00	2,734 41	835 95	510 12	69 94	408 00	5,766 04
North Vancouver post office		58 60		970 55	316 50	175 84	10 80		1,532 29
Pacific Highway immigration office		34 20		19 80	22 50	138 04			214 54
Penticton post office		167 50							167 50
Port Alberni post office, etc		1 60		670 20	289 83	107 59	24 42		1,093 64
Prince Rupert examining warehouse			800 00						800 00
" *Federal Block* (post office, etc.)		180 37	7,059 50	78 95		921 11			8,239 93
" fisheries office			600 00						600 00
" immigration building		47 23	5 00		229 72		12 60		294 55
" new post office (site)	1,207 04								1,207 04
" quarantine station		692 55			387 50				1,080 05
Revelstoke *Can. Bank of Commerce Bldg.* (Int. D.)			1,200 00						1,200 00
" post office		1 50							1 50
Rossland post office, etc		26 40		989 06	912 65	344 30	65 05		2,337 46
Salmon Arm fire ranger's office			132 00						132 00
Sidney experimental farm	1,384 19	4 25			189 25	178 09			1,755 78
Summerland experimental farm	3,758 73	72 17							3,830 90
Trail post office		3 40							3 40
Union Bay post office		23 55		258 15	279 00	188 09			748 79
Vancouver, *Cave Bldg.*			420 97						420 97
" *Empire building* (Mar. and Fish. D.)		11 65	525 00			4 80			541 45
" examining warehouse	4,901 77	19 00	10 70	9,046 01	2,151 47	239 50	165 80	641 30	17,175 55
" fisheries office (519 Pender st.)			255 93						255 93
" immigration detention building	1,209 40			46 25	1,347 48	1,926 60	318 45	300 57	5,148 75
" income tax office		60 50	600 00	143 00					803 50
" new post office, etc	1,696 40	2,430 10	74 00	14,951 44	2,267 12	3,355 07	175 10	425 81	25,375 04
" Old post office (Assay office)		418 27		1,886 50	1,000 69	389 60	65 35		3,760 41
" *Pacific Bldg.* (geological survey)		1,067 83	585 00			6 04			1,658 87
" postal station "A" (C.P.R.)		131 56	3,079 28						3,210 84
" " "B" (McArthur Block)	763 39	915 97	7,200 00	2,092 18	795 31	88 40	4 90		11,860 15
" " "B" (old)		875 29	157 50						1,032 79
" " "C"		120 05		1,120 40	302 80	79 57	26 60		1,649 42
" Public Works Dept. (Dredging office)			1,097 00						1,097 00
" *Rogers Block* (Fish Insp.)		1,596 79	300 00						1,896 79
" University of B.C. (forest prod. lab. 7)		423 35							423 35
Vernon post office, etc		249 24		929 15	580 93	338 14	45 00		2,142 46

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Building	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heatings.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Continued.									
Victoria *Ames-Holden Bldg.* (exam. warehouse)	....	562 71	3,600 00	972 10	120 60	134 64	13 24	72 00	5,475 29
" astrophysical observatory (Little Saanich Mountain)	....	2,933 54	....	1,647 45	176 55	841 00	....	249 42	5,847 96
" fumigating plant (C.P.R.) wharf	....	....	30 00	....	....	....	....	....	30 00
" hydro-survey	....	....	480 00	....	....	....	....	....	480 00
" immigration building	1,889 62	....	....	....	786 27	490 00	416 93	....	3,582 82
" meteorological observatory	....	179 40	....	951 13	164 93	123 56	19 29	....	1,438 31
" old custom house (Marine office)	....	748 34	....	959 58	356 61	84 03	21 08	....	2,169 64
" post office, etc. (new)	1,393 14	1,661 73	223 50	12,956 92	1,514 53	1,472 85	85 77	819 00	20,127 44
" " (old)	1,578 47	389 13	....	414 80	98 18	74 84	94 74	....	2,650 16
Williams Head Quar. Stn. land and new bldgs	9,503 85	....	....	....	....	....	....	....	9,503 85
" " repairs to existing bldg	....	2,932 85	....	....	8,145 52	....	....	....	11,078 37
" " water supply	125,198 74	....	....	....	....	....	....	....	125,198 74
Minor offices throughout the province	....	204 25	118 00	....	....	5 23	....	....	327 48
Totals, British Columbia	157,213 60	23,667 82	33,970 08	66,169 42	31,649 51	16,178 16	2,266 22	2,916 10	334,030 91

Name of Building.	Construction and Improvement	Repairs.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.
Yukon Territory.				
Heating, lighting, water, etc., for all public buildings in Yukon Territory	....	....	38,005 94	38,005 94
Total, Yukon Territory	....	....	38,005 94	38,005 94
Generally.				
Advertising coal tenders-Dominion buildings	....	....	3,485 62	3,485 62
Post office fittings and supplies, stock stored at Toronto for distribution throughout the provinces	13,340 51	....	....	13,340 51
Flags for Dominion public buildings	....	....	5,012 98	5,012 98
Printing, stationery, instruments, travelling, etc	....	....	22,589 96	22,589 96
Salaries of resident clerks of works, etc	....	....	52,129 32	52,129 32
Totals, Generally	13,340 51	....	83,217 88	96,558 39

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919.

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia.					
Abbott's Harbour	9,200 50				9,200 50
Anderson's Cove, breakwater			1,194 64		1,194 64
Annapolis Royal, pier			149 56		149 56
Antigonish Landing, wharf		3 95			3 95
Argyle Sound, wharf			101 10		101 10
Arichat wharf, (Shed)			39 68		39 68
Arisaig, wharf			441 94		441 94
Avonport, wharf			500 20		500 20
Babin's Cove, wharf (Shed)		434 22			434 22
Baily's Brook, protection piers		694 20			694 20
Barachois, training pier			60 00		60 00
Barrington's Cove, Sydney Mines, wharf reconstruction		1,063 54			1,063 54
Battery Point breakwater, reconst., etc.		3,752 98			3,752 98
Bay St. Lawrence, breakwater			344 27		344 27
Bear River, repairs to warping pier	25 00				25 00
Big Bras d'Or, wharf			220 00		220 00
Breen's Pond, breakwater			1,191 04		1,191 04
Breton Cove, wharf			270 10		270 10
Burke's Head, breakwater		111 72			111 72
Burlington, wharf			1,142 23		1,142 23
Canning, wharf			498 70		498 70
Cape Sable Island (east end) breakwater			148 75		148 75
Chegoggin breakwater			368 47		368 47
Chester Basin (Lunenburg Co.) abutm'ts			102 16		102 16
Cheticamp wharf			416 60		416 60
Chimney Coner (Inverness Co.) wharf		1,156 21			1,156 21
Church Point, wharf			500 00		500 00
Cow Bay (Port Morien), breakwater			4,037 83		4,037 83
Cribbin's Point, wharf		1,796 71			1,796 71
Deep Brook (Antigonish Co.) wharf			99 97		99 97
Delaps Cove, removal of rocks		100 00			100 00
Devil's Island, breakwater			121 82		121 82
Digby, pier renewals			4,255 17		4,255 17
East Chezzetcook, wharf			310 54		310 54
East River (Pictou Co.) improvements		3,108 66		1,071 94	4,180 60
Feltzen South, breakwater			873 89		873 89
Feltzen South, wharf			630 02		630 02
Five Islands, wharf			503 10		503 10
Fourchu	5,384 51				5,384 51
Fox Island, breakwater approach			36 72		36 72
Freeport, breakwater			1,263 00		1,263 00
French Village, wharf			1,222 45		1,222 45
Fruid's Point wharf			654 26		654 26
Gabarous, breakwater			699 59		699 59
Gabarous Harbour, beach protection			100 00		100 00
Georgeville, wharf			75 66		75 66
Glace Bay, protection works			1 00		1 00
Grand Etang, protection works			649 99		649 99
Grand Narrows, wharf			147 91		147 91
Great Village, wharf			340 85		340 85
Halifax Graving dock		35,349 68			35,349 68
" Gun wharf		4,591 24			4,591 24
" King's wharf	34 20				34 20
" Lawlor's Island quar. sta. wharf			413 53		413 53
Hampton, Breakwater			300 48		300 48
Harbour au Bouche, wharf			760 08		760 08
Herring Cove, wharf			207 77		207 77
Inverness breakwater extension		7,130 00			7,130 00
" harbour improvements		564 73			564 73
Iona, wharf			280 16		280 16
Isaac Harbour, wharf			282 29		282 29
Jamesville, breakwater		1,511 07			1,511 07
Johnston's Hr. (Richmond Co.) wharf			60 05		60 05
Judique (Baxter's) wharf			201 02		201 02
Kelly's Cove, Breakwater		1,700 04	34 75		1,734 79

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS & RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia (Continued).					
Kingsport	20 00				20 00
Kraut Point, wharf			194 86		194 86
L'Ardoise, breakwater			1,776 97		1,776 97
Little Brook (Digby Co.) breakwater			1,975 98		1,975 98
Little Narrows, wharf			30 00		30 00
Little River (Digby Co.) breakwater		471 95			471 95
" " " wharf			1,198 46		1,198 46
Livingstone's Cove, wharf		674 25			674 25
Lockeport, beach protection			116 31		116 31
Long Point (Craigmore) breakwater			692 50		692 50
Lower Kingsburg, skidway and breakwater		2,305 24			2,305 24
Mabou Harbour, Jetties			157 00		157 00
Maitland wharf			1,000 13		1,000 13
Malagash, wharf			850 02		850 02
Margaree (Salmond pond)	29 96				29 96
Margaree harbour, improvements		15,688 31			15,688 31
Margaretville, breakwater			2,998 00		2,998 00
McAra's Brook, pier			299 83		299 83
McKay's Point (Judique) breakwater			4,676 47		4,676 47
McNair's Cove, breakwater			2,800 41		2,800 41
Meat Cove, breakwater			371 77		371 77
Meteghan River, wharf			29 27		29 27
Meteghan, wharf		4,159 88	200 75		4,360 63
Middle River (lower) shear dams			201 00		201 00
Mill Creek (King's Co.) wharf	147 25				147 25
Mosher's Bay, breakwater			1,574 15		1,574 15
Musquodoboit Harbour, wharf			14 80		14 80
Necum Teuch, wharf			105 83		105 83
Neil's Harbour, breakwater			179 11		179 11
New Campbellton, wharf			1,053 48		1,053 48
North Gut (St. Ann's) wharf			140 32		140 32
North Sydney (Kelley's Beach)	20,029 76				20,029 76
Nyanza, wharf			349 91		349 91
Odgen's Pond, protection works		429 59			429 59
Ogilvies, breakwater			246 14		246 14
Parker's Cove, breakwater			101 15		101 15
Parrsboro, beach protection			1,000 35		1,000 35
Pereaux wharf			319 09		319 09
Petite Rivière (Lunenburg Co.) breakwater			415 75		415 75
" " " " wharf		116 00			116 00
Pictou Hr. Abercrombie wharf			249 40		249 40
Pictou Island, west wharf			150 20		150 20
Pleasant Bay, wharf			250 77		250 77
Poirierville, wharf			1,437 87		1,437 87
Portapique, wharf			27 00		27 00
Port Dufferin, wharf			113 57		113 57
Porter's Lake, removal of boulders		75 00			75 00
Port George (Annapolis Co.) breakwater			150 00		150 00
Port Hawkesbury, wharf approach			2,451 66		2,451 66
Port Hilford, breakwater		1,699 38			1,699 38
Port Hood, wharf			552 70		552 70
Port Latour			699 24		699 24
" " (Upper)			1,187 49		1,187 49
Portuguese Cove, breakwater			1,520 00		1,520 00
" " impts. to road leading to breakwater		560 16			560 16
Port Wade, wharf			253 64		253 64
Poulamond, wharf			199 98		199 98
River Bourgeois, wharf			324 30		324 30
Ross' Ferry, wharf			749 19		749 19
Round Hill, wharf			1,934 14		1,934 14
St. Joseph's (Inverness Co.) breakwater			204 98		204 98
Salmon River (Cape Breton Co.) breakwater			600 54		600 54

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS & RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—(Continued.)					
Sandy Cove, breakwater			244 16		244 16
Scotch Cove (White Point) wharf			15,45		15 45
Short Beach, breakwater		1,084 56			1,084 56
Skinner's Cove, pier		1,044 58			1,044 58
South Cove (Victoria Co.) wharf			103 50		103 50
South East Cove (Tangier) grading right of way		250 33			250 33
South Ingonish, beach protection		1,010 22			1,010 22
South Lake (Lakevale) channel protection			474 90		474 90
Spry Bay Henley's wharf			18 80		18 80
Spry Bay Leslie's wharf			14 63		14 63
Stoney Island, breakwater			499 98		499 98
Swim's Point, wharf			1,651 82		1,651 82
Sydney Harb. South bar (cribwork)			150 00		150 00
Tangier wharf (Shed)			22 05		22 05
Trout Cove, breakwater			284 83		284 83
Turner's Island (Halifax Co.) wharf			103 41		103 41
Washabuck Beach protection works			300 00		300 00
" Center, wharf			59 98		59 98
Watt Settlement, wharf			149 96		149 96
Wedgeport, wharf			1,037 94		1,037 94
West Pubnico, wharf			200 00		200 00
West Sheet Harbour, wharf			67 47		67 47
West Ship Harbour, wharf			27 74		27 74
Whycocomagh, wharf			149 97		149 97
Wolfville, wharf approach			131 17		131 17
Yarmouth harbour, improvements	10,179 69				10,179 69
Generally	3,140 30			1,547 37	4,687 67
Totals, Nova Scotia	48,191 17	92,638 40	70,087 58	2,619 31	213,536 46
Prince Edward Island—					
Cardigan North, (Newport) pier			116 18		116 18
" South, wharf			40 20		40 20
Chapel Point, pier			15 50		15 50
Graham's Pond, breakwater			266 56		266 56
McPherson's Cove, pier			40 50		40 50
Miminigash, breakwaters			1,994 23		1,994 23
Mink River, wharf			1,481 47		1,481 47
Mount Stewart, wharf			284 17		284 17
Murray Harbour (South River) wharf			41 79		41 79
Naufrage Harbour	771 69				771 69
Pownal	6,835 25				6,835 25
Prim Island, wharf			195 86		195 86
Red Point, wharf			201 86		201 86
Rustico (north) beach protection works			245 95		245 95
St. Mary's Bay, pier			306 25		306 25
Souris harbour, breakwater			114 30		114 30
Summerside, breakwater			709 27		709 27
Tignish, breakwaters			515 95		515 95
Victoria (Crapaud) pier			1,332 08		1,332 08
Wood islands, breakwaters			1,377 28		1,377 28
Generally	1,570 98			1,667 41	3,238 39
Totals, Prince Edward Island	9,177 92		9,279 40	1,667 41	20,124 73
New Brunswick—					
Albert, berth for vessels		38 50			38 50
Anderson's Hollow, wharf			69 82		69 82
Back Bay, wharf			100 43		100 43
Baie du Vin, wharf			27 43		27 43
Barker's (Sunbury Co.) wharf			38 00		38 00
Beaver Harbour, wharf			117 63		117 63

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Brunswick—Concluded.					
Buctouche, wharf			171 20		171 20
Burton Court House, wharf			48 80		48 80
Campbellton, wharfs			37 64		37 64
Cape Bald, breakwater pier			417 93		417 93
Cape Tormentine	18,267 84				18,267 84
Caraquet, wharf			10 00		10 00
Chatham, Canada Dock	1,604 56				1,604 56
“ Snowball's wharf	528 86				528 86
Cumming's Cove, wharf			114 64		114 64
Dalhousie, breakwater			421 18		421 18
Dipper Harbour, breakwater wharf (warehouse)		492 96			492 96
Dorchester, wharf		667 07			667 07
Durham (Restigouche Co.) wharf			65 01		65 01
Gagetown, wharf			668 62		668 62
Grande Anse, breakwater			750 18		750 18
Great Salmon River, breakwater			88 66		88 66
Gunter's wharf			177 15		177 15
Lameque, wharf			741 96		741 96
Leonardville, wharf (slip)			103 47		103 47
Loggieville	2,911 98		15 00		2,916 98
Lower Newcastle, wharf			370 71		370 71
McLean's Gully (Kent Co.)	3,320 95				3,320 95
Martin's Head, breastworks		858 87			858 87
Maugerville, wharf			9 34		9 34
Miramichi river (North West)	2,587 00				2,587 00
Moncton, wharf			131 26		131 26
Neguac, wharf			2,916 63		2,916 63
North Head, breakwater			93 46		93 46
Oak Point, wharf			83 38		83 38
Oromocto shoals	20 45				20 45
“ wharf			481 04		481 04
Petit Rocher, breakwater			5 00		5 00
Portage River, breastworks			249 00		249 00
Rexton, wharf			21 18		21 18
Richardson wharf (Slip)			146 52		146 52
River St. John & tributaries, final contribution to Provincial Gov't		4,785 99			4,785 99
St. Andrews, wharf			733 48		733 48
St. John harbour improvements:—					
Courtney bay		226,193 62			226,193 62
Fort Dufferin, breastworks		15,598 07			15,598 07
Negro point, breakwater			440 97		440 97
Partridge Isld. quarantine Sta., deep water wharf			2,996 62	777 54	3,774 16
St. John West, piers, sheds, &c		14,956 13	21,361 10		36,317 23
St. Stephen (Charlotte Co.) floating slip		670 00			670 00
Scotchtown, wharf			89 50		89 50
Shediac, wharf			1,360 09		1,360 09
Shippegan Gully, breakwater, etc.	26,760 82		3,617 53		30,378 35
Shippegan Hr. wharf			27 94		27 94
The Range (Grand Lake) wharf			139 89		139 89
Tynemouth Creek, breakwater		107 35			107 35
Welshpool, wharf			959 83		959 83
Wilson's Beach, breakwater-wharf			69 29		69 29
Woodward's Cove (Charlotte Co.) breakwater			78 50		78 50
Young's Cove (Queen's Co.) breakwater			263 80		263 80
Generally	3,140 30			2,319 04	5,459 34
Totals, New Brunswick	59,142 76	264,368 56	40,830 81	3,096 58	367,438 71

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—					
Amherst-Magdalen Islands, wharf			128 25		128 25
Anse à Beaufils, breakwater, etc			2,608 07		2,608 07
Anse à la Grosse Roche, wharf			45 25		45 25
Anse à l'Eau (Tadousac), wharf			174 30		174 30
Anse aux Gascons, wharf			191 57		191 57
Anse St. Jean, wharf			105 58		105 58
Aylmer, wharf			224 50		224 50
Ayer's Cliff (Stanstead), wharf			29 92		29 92
Baie St. Paul (Cap aux Corbeaux), wharf			795 78		795 78
Barachois de Malbaie, training pier			2,385 70		2,385 70
Bassin (Magdalen Islands) wharf			539 95		539 95
Belœil, protection piers			1,710 14		1,710 14
Bersimis, wharf			251 37		251 37
Brewer's Creek (Labelle), landing float				7 00	7 00
Buckingham (Labelle) landing float			18 00		18 00
Cabano, wharf			148 62		148 62
Cacouna, wharf			159 95		159 95
Cannes de Roches, wharf				24 00	24 00
Cap Chat, breakwater			249 99		249 99
Cap St. Ignace, wharf			322 08		322 08
Carleton, wharf			189 80		189 80
Caughnawaga, wharf			61 50		61 50
Champlain, wharf			36 95		36 95
Chicoutimi Bassin, wharf			751 92		751 92
Chicoutimi, wharf			754 23	309 46	1,063 69
Contrecœur, wharf			523 65		523 65
Coteau Landing, wharf			993 32		993 32
Cross Point, wharf			1,881 61		1,881 61
Deschambault, wharf			20 00		20 00
Desjardins, wharf			97 80		97 80
Dodd's Landing (Labelle) float				7 00	7 00
East Templeton, wharf		9 00	979 22		988 22
Fabre, wharf			299 05		299 05
Fassett, wharf			224 23		224 23
Father Point, wharf			198 98		198 98
Fort Coulonge, wharf			457 08		457 08
Fort William (Ottawa River), wharf			258 78		258 78
Gatineau Point, wharf			212 62		212 62
" River, bank protection		96 00			96 00
Georgeville, wharf			25 00		25 00
Graham, wharf reconstruction		1,713 44			1,713 44
Grande Entrée (Magdalen islands) Breastworks			34 25		34 25
Grande Rivière (Gaspé) wharf			32 00		32 00
Grindstone (Magdalen islds.) breakwater			1,019 71		1,019 71
Grondines, wharf			31 85		31 85
Grosse Isle (Quar. sta.) new coal shed, western wharf		2,014 88			2,014 88
Harricana River	474 52				474 52
High Falls (Labelle Co.) landing float			4 75		4 75
Honfleur, wharf			207 62		207 62
Hospital Bay (Magdalen Isl'ds.) breakwater			17 13		17 13
Hudson, wharf reconstruction		437 62			437 62
Hull, wharf			267 72		267 72
Ile Verte, Notre Dame des Sept. Douleurs, wharf			60 00		60 00
Ile Verte, Village, wharf			56 20		56 20
Kamouraska, wharf			1,191 19		1,191 19
Lac des Iles, wharf			107 79		107 79
Lake Nominingue (Hurteau) wharf			141 31		141 31
Lake St. Louis	27,012 75				27,012 75
Lanoraie, wharf			1,772 66	25 17	1,797 83

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Concluded.					
Laprairie, protection works		18,390 62			18,390 62
Lauzon "Champlain" dry dock		442,386 02		692 03	443,078 05
" "Lorne" dry dock				29,733 08	29,733 08
Lavaltrie, wharf			549 49	41 00	590 49
Les Eboulements, wharf			697 08		697 08
Les Escoumains, wharf		3,230 07	220 75		3,450 82
Levis deep water wharf		956 68		1, 353 30	2,309 98
L'Islet, wharf			1,172 36		1,172 36
Lotbinière, wharf			29 50		29 50
Magog, wharf			82 92		82 92
Malbaie, pier		2,907 63			2,907 63
Matane, breakwater		6,901 68	985 00		7,886 68
" wharf			733 05		733 05
Mechins, wharf			391 57		391 57
Mille Vaches, wharf			306 91		306 91
Montmagny, wharf			236 46		236 46
Montreal, dry dock				105,000 00	105,000 00
Murray Bay, wharf			881 29		881 29
New Carlisle, wharf			612 01		612 01
Newport, breakwater			299 85		299 85
Norway Bay (Ottawa river) wharf			482 30		482 30
Notre Dame du Portage, wharf			60 00		60 00
Papineauville, wharf			150 43		150 43
Paspebiac, wharf			292 99		292 99
Percé, wharf			479 56		479 56
Peribonka, wharf			329 60		329 60
Philipsburg, wharf		817 31			817 31
Pierreville, wharf			226 96		226 96
Point à Elie (Magdalen islands) breakwater			1,194 39		1,194 39
Pointe à Pizeau (Sillery) wharf			190 01		190 01
Pointe aux Esquimaux, wharf			15 00		15 00
Pointe aux Trembles (Portneuf Co), wharf		1,276 80	33 32		1,310 12
Pointe Cavagnole, wharf			27 20		27 20
Pointe Claire, wharf				150 00	150 00
Pointe Fortune, wharf			623 93		623 93
Pointe Piché (Timiskaming) wharf			299 60		299 60
Poltimore (Riv. du Lievre) landing float			8 50		8 50
Quebec Harbour (Riv. St. Charles) impts. to navigation		400,382 61			400,382 61
Rimouski, harbour improvements		77,648 58			77,648 58
" wharf		6,000 00	1,931 54	672 92	8,604 46
Riviere aux Vases (Chicoutimi) wharf			391 69		391 69
Riviere Batiscan	12 00				12 00
Riviere du Lievre, lock				2,343 86	2,343 86
Riviere du Loup (en bas) wharf			1,557 37		1,557 37
Riviere Ouelle, wharf		1,379 79			1,379 79
Riviere St. Louis	240 98				240 98
Riviere St. Maurice, Eastern channel	26,368 57				26,368 57
Roberval, wharf			529 00		529 00
Ste. Adelaide de Pabos, wharf			352 61		352 61
St. Alphonse (Chicoutimi Co.) wharf			798 03		798 03
St. Andrews, wharf			249 76		249 76
Ste. Anne de Beaupre, wharf		328 16			328 16
Ste Anne de Chicoutimi, pontoon		3,191 32	341 25		3,532 57
Ste. Anne de Bellevue	19 20				19 20
Ste. Anne des Monts, landing pier, etc.			600 03		600 03
St. Antoine de Richelieu, wharf(Shed)			243 62		243 62
St. Antoine Station (Pointe Dansereau) wharf			399 34		399 34
St. Charles de Richelieu, wharf			25 56		25 56
Ste. Croix, wharf				10 00	10 00
St. Denis de Richelieu, wharf			92 05		92 05
St. Emelie (Leclereville) wharf			40 50		40 50

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued.					
St. Famille (Ile d'Orleans) wharf			16 75		16 75
Ste. Felicité, wharf			292 44		292 44
St. Francois du Lac, wharf			349 40		349 40
St. Francois (Ile d'Orleans, south side) wharf			261 80		261 80
Ste. Genevieve de Batiscan, wharf			64 45		64 45
St. Godfroy, wharf			982 89		982 89
St. Ignace de Loyola, wharf			474 86		474 86
St. Irence les Bains, wharf			791 17		791 17
St. Jean des Chaillons, wharf			81 00		81 00
St. Jean (Ile d'Orleans) wharf			396 42		396 42
St. Jerome, wharf			83 65		83 65
St. John's, reconstruction of booms		1,496 56			1,496 56
" Guide piers			420 54		420 54
St. Lambert, protection dyke			19 99		19 99
St. Laurent (Ile d'Orleans) wharf			2,885 27	26 25	,911 52
St. Mathias, wharf			398 69		398 69
St. Michel de Bellechasse, wharf			514 47		514 47
St. Nicholas, wharf			35 80		35 80
St. Ours (Riv. Richelieu) wharf			454 43		454 43
St. Pierre les Becquets, wharf			795 90		795 90
St. Roch de Richelieu, wharf			321 22		321 22
St. Simeon, wharf			99 87		99 87
St. Sulpice, wharf			553 48		553 48
St. Valier (Bellechasse) wharf			99 52		99 52
St. Victoire (Riv. Richelieu) wharf			216 17		216 17
St. Zotique, wharf			61 45		61 45
Sabrevois, wharf			599 52		599 52
Sorel, wharf			2,499 65		2,499 65
Three Rivers, wharf			2,274 51		2,274 51
Thurso, wharf			243 52		243 52
Vaudreuil, wharf			853 96		853 96
Vercheres, wharf		2,668 10		48 00	2,716 10
Ville Marie, wharf		3,761 57			3,761 57
Woburn, wharf		1,225 74			1,225 74
Yamaska, lock and dam				1,761 84	1,761 84
" wharf			209 02		209 02
Generally	9,158 48			38,635 07	47,793 55
Totals, Quebec	63,286 50	979,220 18	59,515 13	180,839 98	1,282,861 79
Ontario—					
Arnprior, wharf			22 50	45 96	68 46
Barrie, wharf			201 95		201 95
Barry's Bay, wharf			46 66		46 66
Bayfield, piers			4,122 09		4,122 09
Beaumaris, wharf			35 82		35 82
Belleville, wharf and shed		2,416 69			2,416 69
Big Bay Point, wharf			190 19		190 19
Blind River, wharf			478 59		478 59
Brockville wharf, improvements		1,219 63	340 85		1,560 48
Burlington Channel, bridge				4,752 48	4,752 48
Burlington Channel, pier			7,311 69		7,311 69
Burnt Island, wharf			17 80		17 80
Cobourg, east pier			4,604 37		4,604 37
" Langevin, pier			19,108 32		19,108 32
Collingwood graving dock No. 1				15,000 00	15,000 00
" " " No. 2				9,208 96	9,208 96
Cumberland, wharf			374 85		374 85
Fort William, harbour improvements	112,476 88	5,062 14	1,993 00		119,532 02
French River, dams (Big Chaudiere)		5,779 64	3,160 72		8,940 36
Goderich, harbour improvements			2,655 98		2,655 98
Grand Bend, piers, etc			489 03		489 03
Griffith's Island, wharf			785 19		785 19
Haileybury, dockyard				2,102 53	2,102 53
" wharf			572 18		572 18

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Concluded.					
Kagawong, wharf			10 10		10 10
Kingston dry dock, revetment walls		9,410 76			9,410 76
" Maintenance and operation of combined roadway, wharf and bridges				8,853 03	8,853 03
Kingsville, wharf			94 78		94 78
La Passe, wharf			104 12		104 12
Leamington, wharf			88 68		88 68
Little Current	26 50				26 50
L'Orignal, wharf			489 45		489 45
Minaki, wharf			1 00		1 00
Montreal river (Latchford dam)				2,297 05	2,297 05
North Bay, breakwater		658 62			658 62
Oakville, wharf			495 48		495 48
Oshawa, dock			95 83		95 83
Pembroke, wharf			145 91		145 91
Petewawa, wharf			44 10		44 10
Port Arthur, dry dock				37,741 50	37,741 50
" harbour improvements	72,341 47				72,341 47
Port Burwell, piers	34,214 90		14,770 69		48,985 59
Port Colborne, breakwaters			7,417 62		7,417 62
Port Dover, piers			4,365 77		4,365 77
Port Hope, piers			2,160 43		2,160 43
Portland, wharf			9 80		9 80
Port Maitland	30 00				30 00
Portsmouth, pier			3,227 19		3,227 19
Port Rowan, piers			45 39		45 39
Port Stanley, harbour improvements	10,102 19	62,785 33			72,887 52
Richard's Landing, wharf			10 00		10 00
Rainy River, protection works			93 00		93 00
River St. Clair at Point Edward	1,850 19				1,850 19
Roach's Point, wharf			81 06		81 06
Rondeau Harbour, piers, etc		4,559 90	3,700 41		8,260 31
Ruscom river	1,313 30				1,313 30
Sand Point, wharf			94 13		94 13
Sarnia Bay	2,503 20				2,503 20
Sheguindah, wharf			787 37		787 37
Silver Centre, wharf		515 86			515 86
Southampton, breakwaters			1,792 24		1,792 24
Southampton, piers			3,038 80		3,038 80
Sturgeon Falls, wharf			840 83		840 83
Thessalon, wharf			448 04		448 04
Tobermory glance booms			207 29		207 29
Toronto Harbour improvements:—					
Breakwater			206 67		206 67
Canadian-Stewart contract		322,436 81			322,436 81
East pier			483 31		483 31
West pier			554 39		554 39
Fisherman's island (new Building)		1,191 45			1,191 45
Queen's wharf				25 00	25 00
Treadwell, wharf			515 03		515 03
Wellington harbour improvements		3,240 00			3,240 00
Wendover, wharf			1,024 99	24 00	1,048 99
Wheatley, wharf			1,578 97		1,578 97
Windsor, dock			12 45	3,366 97	3,379 42
Generally	9,158 48			9,213 00	18,371 48
Totals, Ontario	244,017 11	419,276 83	95,547 10	92,630 48	851,471 52
Manitoba—					
Hnausa (Lake Winnipeg) wharf	324 48				324 48
Little Pembina river, diversion into Pelican lake		828 28			828 28
Red River, channel protection			2,668 92		2,668 92
" new channel	7,008 75				7,008 75

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Manitoba—Continued.					
St. Andrews rapids, lock and dam			83 50	13,724 80	13,808 30
Selkirk, slip				4,707 52	4,707 52
Generally				3,076 00	3,076 00
Totals, Manitoba	7,333 23	828 28	2,752 42	21,508 32	32,422 25
Saskatchewan and Alberta—					
Big Stone river	2,451 13				2,451 13
Cumberland lake	7,934 90				7,934 90
Generally				876 13	876 13
Totals, Saskatchewan and Alberta	10,386 03			876 13	11,262 16
British Columbia—					
Ainsworth, wharf			30 50		30 50
Argenta, wharf			184 00		184 00
Barnston Island, wharf			175 62		175 62
Beaton, wharf			91 39		91 39
Bindlay's Landing, float			59 16		59 16
Burdwood Bay, float		495 04			495 04
Burton, wharf			23 00		23 00
Campbell river, wharf			1,835 59		1,835 59
Clyoquot, wharf			700 00		700 00
Columbia River, snagging		171 95			171 95
Crawford Bay, wharf			100 00		100 00
D'Arcy Island, slip way		400 00			400 00
Deep Cove, float			225 00		225 00
Deer Park, wharf			475 87		475 87
Dignan's Bay (Gabriola Isld.) float			159 87		159 87
East Arrow Park, float			252 25		252 25
East Robson, float			297 25		297 25
Esquimalt, naval coal wharf		46,951 97			46,951 97
" old dry dock				20,272 25	20,272 25
Fanny Bay, float			383 00		383 00
Farmer's Landing, float			187 04		187 04
Farrington's wharf			55 34		55 34
Fraser's Landing, wharf			20 55		20 55
Fraser River improvements—					
Annieville bar	531 98				531 98
Chilliwack, removal of snags at Greyell's slough		399 25			399 25
Nicomen, dams		704 19			704 19
Sandheads	54,683 01				54,683 01
Sidney Mills	2,720 71				2,720 71
Snagboat *Samson*				20,927 69	20,927 69
Steveston jetty	60,828 38	32,028 42			92,856 80
Woodwords slough	11,105 71				11,105 71
Gower Point, float			58 98		58 98
Grace harbour, float			24 01		24 01
Gray's Creek, wharf			54 00		54 00
Halcyon, wharf			171 08		171 08
Hardy Bay, landing float		83 92			83 92
Kaslo, wharf			188 00		188 00
Kicking Horse river, removal of obstructions		11,500 00			11,500 00
Kitto's Landing, wharf			508 63		508 63
Kootenay River, snagging		602 83			602 83
Ladysmith, wharf			10 00		10 00
Little River, wharf		750 00			750 00
Long Bay, float			106 85		106 85
Long Beach, wharf			154 26		154 26
McDonald's Landing, wharf			80 53		80 53
Mirror Lake, wharf			388 69		388 69
Mission, wharf			58 76		58 76
Naas river	3,993 51				3,993 51
Nakusp, wharf			2 45		2 45

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Concluded.					
Needles, wharf			217 10		217 10
Okanagan river, improvements		416 13			416 13
Powell River, wharf			13 40		13 40
Prince Rupert, Quarantine Sta., wharf			2,197 58		2,197 58
Proctor, wharf			1,192 35		1,192 35
Queen's Bay, wharf			38 95		38 95
Queen Charlotte city, wharf			349 37		349 37
Renata, wharf			30 90		30 90
Revelstoke, protection works			1 13		1 13
Robert's Creek, wharf			395 00		395 00
Roy, float			142 85		142 85
Royston, wharf			291 80		291 80
Savary Island, wharf			366 00		366 00
Sea Otter Cove, float		300 00			300 00
Skeena river	10,004 16				10,004 16
Skidegate, wharf		728 79			728 79
Smith's Landing, float			106 70		106 70
Sointula, wharf			218 03		218 03
Somas River, snagging		100 00			100 00
Squamish, wharf		55 91			55 91
Squirrel Cove, float		352 50			352 50
Stag Bay, float			121 01		121 01
Stewart, wharf			136 00		136 00
Tofino, wharf			1,599 70		1,599 70
Union Bay, wharf			2,412 80		2,412 80
Van Anda, wharf			166 98		166 98
Vancouver False Creek	839 33				839 33
" First Narrows	267 43				267 43
" Harbour improvements		149,783 22	90 75		149,873 97
Victoria, harbour improvements		129,226 33	4,479 47		133,705 80
West Demars, wharf			368 80		368 80
White Rock, wharf			94 55	40 09	134 64
William's Head, quarantine station			438 74		438 74
Willow Point, wharf			611 43		611 43
Wolfsen Bay, wharf			23 65		23 65
Generally	7,368 12			11,514 99	18,883 11
Totals, British Columbia	152,342 34	375,050 45	23,166 71	52,755 02	603,314 52
Generally—					
General expenses of staff				8,496 84	8,496 84
Salaries of Dist. Engineers, Assistants, etc				377,124 94	377,124 94
Test borings for sundry projected works		7,172 04			7,172 04
Totals, Harbours and Rivers Generally		7,172 04		385,621 78	392,793 82
DREDGING PLANT—					
Maritime Provinces			13,059 30		13,059 30
Ontario and Quebec		1,422 16	30,910 46		32,332 62
Manitoba			5,736 36		5,736 36
British Columbia			32,494 95		32,494 95
Totals, Dredging plant		1,422 16	82,201 07		83,623 23

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919—*Continued.*

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
SLIDES AND BOOMS.	$ cts.	$ cts.	$ cts.	$ cts.
River Saguenay			9,280 11	9,280 11
St. John's boom	49 70			49 70
Ottawa District—				
Black River		1,673 34		1,673 34
Coulonge River		3,462 11		3,462 11
Dumoine River		399 82		399 82
Gatineau River	89 78	66 82	600 00	756 60
Madawaska River		3,332 04		3,332 04
Ottawa River		1,050 38	29,370 58	30,420 96
Petawawa River		2,105 88		2,105 88
Trent and Newcastle District	105 00			105 00
Collection of slide and boom dues			4,583 14	4,583 14
Totals, Slides and Booms	244 48	12,090 39	43,833 83	56,168 70
ROADS AND BRIDGES.				
Maritime Provinces—				
St. Leonard-Van Buren International Bridge		234 47		234 47
Quebec and Ontario—				
Kingston, old Swing bridge		1,218 33		1,218 33
Matapedia Interprovincial bridge		2,085 28		2,085 28
North Timiskaming bridge	9 04			9 04
Ottawa City bridges and streets maintained by Government—				
Connaught Place and Wellington street			2,984 87	2,984 87
Laurier bridge, etc		5,437 02		5,437 02
New Chaudiere bridge	790 87			790 87
Lighting all above			2,434 20	2,434 20
Portage du Fort bridge		128 20		128 20
York bridge (Grand river)		456 26		456 26
Alberta—				nn
Banff bridge		2,343 31		2,343 31
Edmonton bridge		41 04		41 04
Yukon Territory—				
Hunker road	6,789 32			6,789 32
Totals, Roads and Bridges	7,589 23	11,943 91	5,419 07	24,952 21
TELEGRAPH LINES.				
Newfoundland—				
Cape Ray (Subsidy)			250 00	250 00
Maritime Provinces—				
Bay of Fundy lines			3,844 77	3,844 77
Cape Breton lines		781 75	32,685 65	33,467 40
Chatham-Escuminac line, extension	991 80		1,771 18	2,762 98
Prince Edward Isld. and mainland cable			6,946 66	6,946 66
Quebec Mainland—				
Dorchester County lines	483 70			483 70
North Shore, East of Bersimis			30,656 60	30,656 60
" West of Bersimis			18,845 59	18,845 59
Quebec County lines			7,164 41	7,164 41
Timiskaming, lines			2,880 72	2,880 72
Quebec Islands—				
Anticosti system			7,859 68	7,859 68
Cable ship "Tyrian"			44,018 89	44,018 89
Grosse Isle, Isle and Coudres and Island of Orleans system			8,903 92	8,903 92
Magdalen Islands system			7,492 14	7,492 14
Maritime Provinces and Gulf generally			21,704 28	21,704 28
Ontario—				
Pelee Island cable			2,849 53	2,849 53
Saskatchewan Lines		2,017 68	56,215 99	58,233 67
Alberta Lines	1,712 75	1,922 20	79,480 12	83,115 07

AMOUNT expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1919.—*Concluded.*

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
TELEGRAPH LINES—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia and Yukon—				
Aschcroft-Dawson system			238,559 52	238,559 52
British Columbia, mainland system	5,713 87	30,052 58	61,757 23	97,523 68
British Columbia, Vancouver Island system		6,500 00	103,353 76	109,853 76
Telegraph service generally			2,466 43	2,466 43
Totals, Telegraph Lines	8,902 12	41,274 21	739,707 07	789,883 40
MISCELLANEOUS.				
Surveys:—				
Maritime Provinces			23,506 61	
Quebec			17,597 23	
Ontario			12,894 20	
Manitoba			2,487 94	
Saskatchewan and Alberta			2,873 68	
British Columbia			11,369 31	
Generally			50 13	70,779 10
Upper Ottawa Storage Dams:—				
Gordon Creek	44 50			
Kippewa dam	421 30			
Land damages	14,508 12			
Metering flow	25,359 34			
Quinze dam	24,610 52			
Timiskaming dam	18,076 45			
Generally	27,651 16			110,671 39
Accounts Branch:—Salaries and travelling expenses of agents, clerks, etc., of outside service			22,031 56	22,031 56
Gratuity to Capt. Barney Freeman seriously injured while at work in the Government shipyard at Selkirk, Man			2,000 00	2,000 00
Gratuities to widows or other representatives of 54 deceased employees, under Civil Service Amendment Act (Sec. 41)			9,842 89	9,842 89
Legal services re cases before International Joint Commission			315 63	315 63
Monument to His late Majesty King Edward VII	3,150 00			3,150 00
Operation and maintenance of inspection boats			14,413 42	14,413 42
River gaugings and metering			23,946 58	23,946 58
War Appropriation:—Salaries in connection with military service			79,210 29	79,210 29
Bonus			367,896 62	367,896 62
Vote No. 419 (Bonus)			2,206 25	2,206 25
Totals, Miscellaneous	113,821 39		592,642 34	706,463 73

PART II.

EXPENDITURES by this Department from War Appropriations.

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Heating.	Lighting.	Water.	Power.	Staff and Maintenance.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia.									
Darmouth-Naval Station-Aviation	388,378 85								388,378 85
Halifax—armouries		50 00							50 00
" barracks—R. A. Park		209 00							209 00
" Camp Hill—military hospital	146,928 90								146,928 90
" Chief Inspector Dom. Police		430 00							430 00
" detention cell	5,891 91								5,891 91
" discharge depot—Pier No. 2	4,793 05								4,793 05
" Dist. Bar Office M.D. No. 6			3,500 00						3,500 0
" *Drysdale Home*—M. & D.			45 00						45 00
" immigration building		199 50							199 50
" Invalided Soldier Commission			2,372 00						2,372 00
" *Kelley—Glassey Building*	4,076 77								4,076 77
" *Leith House—I.S.C.*			2,396 48			15 68			2,412 16
" military garage	493 00								493 00
" North Commons—temp. barracks	443,189 48								443,189 48
" Pension Commission		10 00							10 00
" Pine Hill—military hospital	2,739 25								2,739 25
" Registrar—M.S.A.		1,248 29	900 00						2,148 29
" Repairs caused by explosion of 6th Dec. 1917, 84,515.58 less Halifax graving dock (35,349.68) reported under Harbours & Rivers		49,165 90							49,165 90
" Rockhead—military hospital	56,164 21								56,164 21
" Soldiers Settlement Board		449 77							449 70
" stables M. & D.			440 00						440 00
" Testing building	2,616 38								2,616 38
Kentville—military hospital	496 10								496 10
North Sydney—Naval Station—Seaplane station	252,098 48								252,098 48
Pictou—M. & D. 28th Bty. C.F.A.			25 00						25 00
Sydney—*Logue House*, M. & D.			282 00						282 00
" *Moxam House—military hospital*	4,749 69								4,749 69
" "*Post*" *Building*—Military Police			45 00						45 00
" *Ross House*—military hospital	291 96								291 96
Windsor—President's Bay M. & D.			60 00						60 00
Nova Scotia, Generally		35 55	201 80						237 35

EXPENDITURES by this Department from War Appropriations—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Heating.	Lighting.	Water.	Power.	Staff and Maintenance.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Prince Edward Island.									
Charlottetown—C.M.P.C.			20 00						20 00
" old Government House	162,361 15								162,361 15
" Registrar—M.S.A.		216 07							216 07
" S.C.R. (DesBrisay Building)			26 67						26 67
North Wiltshire—Dalton sanatorium	96,635 61								96,635 61
New Brunswick.									
Fredericton—*Dunbar House*		165 50	900 00						1,065 50
" I.S.C. Asst. Director		13 50	519 44						532 94
" military hospital	117,989 55								117,989 55
" temporary barracks	193 08								193 08
Moncton Absentee depot (M. & D.)			40 00						40 00
Riverglade sanatorium	24 74								24 74
St. John armouries	875 64								875 64
" Asst. provost Marshall's Office		40 00							40 00
" County Hospital, East St. John	94,859 16								94,859 16
" detention building		219 12							219 12
" Forestry and Ry. Btn. 103 Prince William St.			240 00	46 31					286 31
" Invalided Soldiers' Comm.			600 00						600 00
" " " 160 Prince William St.		170 00	233 34						403 34
" M. & D. Barracks—Ex. Grounds		70 00							70 00
" " Dist. Pay Office			333 34						333 34
" " Evangeline Home			875 00						875 00
" " Headquarters		541 98							541 98
" " Hospital, 75 Pitt St.			1,000 00						1,000 00
" " Officer in charge of water transportation			450 00						450 00
" military garage	7,409 26								7,409 26
" ordnance workshop	1,855 00								1,855 00
" *Parks* convalescent Home			400 00						400 00
" Partridge Island—barracks	42,470 38								42,470 38
" Paymaster's office		20 79	575 00						595 79
" Registrar M.S.A.		247 52							247 52
" School for Deaf, West St. John	23,209 30		250 00						23,459 30
" S.C.R. (P.O. Building)		872 02							872 02
New Brunswick—sundry buildings		12 33	215 45	67 25					295 03

Quebec.									
Dorval—temporary barracks	732 86								732 86
Hull Registrar M.S.A.		372 16							372 16
" research laboratory		2 40							2 40
Lake Edward sanatorium	9,889 17								9,889 17
Lake Megantic temporary barracks		2 50							2 50
Montmorency Falls—Kent House hospital			2,250 00						2,250 00
Montreal barracks, Guy street			5,413 30			2,936 42	1,077 50		9,427 22
" " old High School			9,475 00						9,475 00
" Coronation Building, sundry military offices		506 70	1,330 00		1 05				1,837 75
" C. O. T. C. Laval			2,371 25			166 91			2,538 16
" Dominion Police		2 85	1,663 00		13 63				1,679 48
" Dorchester St. Military hospital		9 15							9 15
" Drummond St. Military hospital	2,321 62								2,321 62
" I.S.C. Asst. Director "A" Unit			375 00						375 00
" I.S.C. old Loyola college			4,184 79			540 00	25 33		4,750 12
" " store room			1,750 00						1,750 00
" " Vocational school			1,000 00						1,000 00
" Military hospital (Presbyterian Theo. College)			1,900 00						1,900 00
" M. & D. Armouries			300 00						300 00
" " Asst. Provost Marshall's Office			1,275 64		11 25				1,286 89
" " Cable Censor's Office			840 00		1 79				841 79
" " Embark'n. A.D.M.S.			180 00						180 00
" " (Read Building)		22 18	2,916 67						2,938 85
" " temporary garage			1,000 00						1,000 00
" M. D. No. 4 C.A.S.C.			4,900 00						4,900 00
" Registrar M.S.A.		994 73							994 73
" Soldiers Settlement Board		1,271 65	3,460 35						4,732 00
Quebec Cove Fields, temp. barracks	336,621 79								336,621 79
" discharge depot		761 50							761 50
" I.S.C. Medical Director		45	270 00		7 35				277 80
" military hospital		89 75							89 75
" M. & D. Central Registry office		102 60							102 60
" " Dominion arsenal			750 00						750 00
" " Headquarters—offices		48 30	1,064 99	367 67					1,480 96
" " *Lemieux Building*—right of way			187 50						187 50
" " O'Briengarage			875 00	320 73					1,195 73
" " Ordnance stores			4,513 76	711 86					5,225 62
" Registrar M.S.A.		6,872 14	4,028 90	310 14	195 70				11,406 88
" War museum	363 08								363 08
Ste. Agathe—Laurentide Inn—sanatorium	392 28								392 28
Ste. Anne de Bellevue—Land for Mil. hospital on MacDonald college property			500 00						500 00
Ste. Anne de Bellevue military hospital	1,060,635 21								1,060,635 21
St. Johns Engineers training depot	1,633 50								1,633 50
" Military supply depot	13,917 84								13,917 84
" M. & D. A.D. of S. & F.M.D. No. 4			800 00						800 00
Quebec Province Generally, sundry buildings		34 07	225 00						259 07

EXPENDITURES by this Department from War Appropriations—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Heating.	Lighting.	Water.	Power.	Staff and Maintenance.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ottawa Buildings.									
Board of Pension Comm. (Transportation Bldg.)		122 00	3,800 00						3,922 00
" " (Union Bank Bldg.)		180 00							180 00
Canada Food Board, 119 Rideau st.		2,272 21							2,272 21
" " Victoria Mem. museum		34 00							34 00
Central Appeal Judge, etc.		736 13	189 60						925 73
Dental Corps, 107 Bank st.			192 00						192 00
Dental Service (Popham Bldg.)			41 50						41 50
Income Tax Office		3,361 46							3,361 46
Interment Branch, Col. Street's office			97 00						97 00
Invalided Soldiers Comm. Demobilization staff			1,222 00						1,222 00
" " Vocation office, 194 Chapel			420 00						420 00
" " Vocation office, 430 Rideau			400 00						400 00
M. & D. Bate Building		41 36							41 36
" Elgin building		4,363 15							4,363 15
" Garage—Victoria Garage Co.			3,654 77						3,654 77
" McKenzie building			1,784 38						1,784 38
" Military Police, 123 Queen St.		40 50							40 50
" S.A. & A.P. Br. Canadian bldg.		3,066 45							3,066 45
" Woods building		50 27							50 27
Ordnance stores	17,388 41	114 84	7,966 08						25,469 33
P.O. Censor (Trust Bldg.)			2,293 00						2,293 00
Sir Sandford Fleming mil. hospital	139 81	78 43	2,012 01						2,230 25
Soldiers Civil Re-establishment, Headquarters	32,163 78	1,761 91							33,925 69
Soldiers Settlement Board (McNeil Bldg. Queen st.)		829 35							829 35
Victoria Chambers, 130 Wellington st.			75 00						75 00
War Loan office		1,028 00							1,028 00
War Savings Comm. (224 Sparks st.)			290 00						290 00
" " (Cor. Sparks and Lyon)			150 80						150 80
Generally		58,353 31							58,353 31
Ontario (excluding Ottawa).									
Allanburg—M. & D. Can. Garrison Regt.			154 00						154 00
Beamsville sanatorium		24 71							24 71
Brantford Armouries	2,101 18								2,101 18
Brantford S.C.R. Industrial Service & Vocational Branch			77 00						77 00

Burlington—Brant House—military hospital	237,979 63								237,979 63
Cobourg military hospital	7,994 96								7,994 96
Fort William—M. & D. Civil Section—C.M.P.C.			209 50						209 50
Freeport (near Kitchener) sanatorium	216 69								216 69
Grimsby—Amouries 22nd Dragoons			225 00						225 00
Guelph—military hospital	3,384 95								3,384 95
" reformatory—farm			340 50						340 50
" " military hospital			18,750 00						18,750 00
" Soldiers Civil Re-establishment—Industries			260 00						260 00
Hamilton—I.S.C. Vocational Branch			1,919 00						1,919 00
" M. & D.—C.A.D.C.			400 00						400 00
" Victoria convalescent hospital	243 00								243 00
Kingston—Elmhurst—military hospital		5 35	175 00						180 35
" Information bureau			40 00						40 00
" Tractor school			166 65						166 65
I.S.C. Vocational Branch, 112 Brock st.		121 35	1,270 00						1,391 35
" M. & D. A.M.C., 195 Ontario st.			270 00						270 00
" " Asst. Dir. of Supplies & Tranportation, 235 Brock st.			133 32						133 32
" " Asst. Dir. of Supplies & Transportation, 247 Brock st.			45 00						45 00
" " Asst. Provost Marshall			200 00						200 00
" " Cereal bldg. (Col. Burritt)			600 00						600 00
" " Dental clinic			200 00						200 00
" " District Depot			4,166 65						4,166 65
" S.C.R. Medical Branch									
" Queens military hospital									
" M. & D. Dist. Paymaster		1,857 12	1,650 00						3,507 12
" " Headquarters & S.C.R.		51 85	356 25						408 10
" " military Stn. hospital			752 02						752 02
" " ordnance depot		32 59	2,458 50						2,491 09
" " Red Cross drug store			90 00						90 00
" " Registration office, Ontario Hall		1,428 82							1,428 82
" Mowat sanatorium	58,128 32								58,128 32
" Queens military hospital	2,012 08								2,012 08
" R.M.C. educational block		4 38							4 38
" Sydenham "Ongwanada" isolation hospital	41,280 38								41,280 38
" temporary barracks	337,994 82								337,994 82
Kenora—Registrar M.S.A.		132 47							132 47
London Byron sanatorium	423 67								423 67
" Carling Heights—Temy. barracks	344,053 88								344,053 88
" I.S.C. Medical Representative			241 80						241 80
" " Voca. Auto. school			210 00						210 00
" " Vocational Br. technical school			4,083 33						4,083 33

EXPENDITURES by this Department from War Appropriations—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Heating.	Lighting.	Water.	Power.	Staff and Maintenance.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario (excluding Ottawa)—Continued.									
London military hospital	114,545 48								114,545 48
" M. & D. Civil Section C.M.P.C			150 00						150 00
" Odell farm	3,850 14								3,850 14
" Officers quarters		1,500 00							1,500 00
" ordnance stores	6,385 02								6,385 02
" Registrar M.S.A		1,484 51							1,484 51
" S.C.R. Demobilization branch			63 00						63 00
" Westminster military hospital	165,948 22								165,948 22
Newmarket Pickering College—mil. hospital	12,998 66								12,998 66
" I.S.C. Nurses home-Staff			300 00						300 00
Niagara Falls—M. & D. A.M.C. Supply depot			270 00						270 00
North Bay Asst. Director of Supplies and Transportation (Old Fort)			350 00						350 00
" M. & D.. Absentee Detachment			160 00						160 00
Port Arthur-armoury		1 92							1 92
" I. S. C. Vocational branch		67 75	135 00						202 75
Port Robinson-M. & D. Welland Canal Forces, Winter quarters			84 00						84 00
Portsmouth "Calderwood" Hospital for Incurables	15,000 00								15,000 00
Sarnia M.S.A		43 75							43 75
Sault Ste. Marie M. & D. Canal Guard			275 00						275 00
Stratford-Taxation office		12 50							12 50
" Vocational branch			50 00						50 00
St. Catharines-Oak Hall military hospital	709 52								709 52
" Soldiers Civil Re-establishment			50 00						50 00
Toronto Aeroplanes Ltd	954 94								954 94
" Barracks stores			3,529 17						3,529 17
" Bishop Strachan College-Hospital	150 22								150 22
" Brunswick military hospital	578 51								578 51
" Canada Food Board office		51 00							51 00
" Casualty clearing station	31,318 21								31,318 21
" Central Mil. hospital, College st	129 55								129 55
" Chief Organizer Reserve Militia			420 00						420 00
" Euclid Hall	83 73								83 73
" Garage-Bathurst st			1,417 00						1,417 00
" Hart House	130 00								130 00
" I.S.C. Nurses Home			750 00						750 00
" I.S.C. Vocation. Br. (Douglas Block)			880 95						880 95
" Military garage	13,681 90								13,681 90

Toronto M. & D. Casualty Section-Mil. Headquarters		95 00	37 60						132 60
“ M. &. D. Insp. Gen.-Eastern Canada			840 00						840 00
“ “ Mil. Hosp. Comm.-Queens park			1,218 00						1,218 00
“ “ Paymaster Mil. Dist. No. 2		1,188 89	13,174 24						14,363 13
“ North Orthopaedic hosp. (Davisville)	7,232 85		5,847 50						13,080 35
“ Old Technical School, 149 College st	1,573 88								1,573 88
Toronto Orthopaedic Branch, 184 Spadina Ave		315 00	1,580 00						1,895 00
“ Orthopaedic hospital (Christie st.)	894,167 90								894,167 90
“ “ “ recreation grounds			280 00						280 00
“ Queens Mil. hospital	542 74								542 74
“ Registrar M.S.A		3,961 86							3,961 86
“ Reliance Bldg. (Dep. Insp. General.)			500 00						500 00
“ Repatriation & Employment Commission			135 00						135 00
“ Rosedale temporary barracks	358,295 79								358 295 79
“ Soldiers Settlement Board 32-34 Adelaide st		698 70							698 70
“ Spadina Military convalescent hospital	4,206 29		7,650 00						11,856 29
“ “ “ “ nurses home			660 00						660 00
“ St. Andrews College Mil. hospital	537,074 32								537,074 32
“ “ “ nursing sisters			670 50						670 50
“ Supply Depot			850 00						850 00
“ Supplies Depot-mil. police barracks			1,047 57						1,047 57
“ Temporary garage (Armouries)		1,275 00							1,275 00
“ Vocational Branch 616 College st			320 00						320 00
Welland M. &. D. Can. Garrison Regt			172 50						172 50
Whitby I.S.C. military hospital			24,092 47						24,092 47
“ Mil. hospital	95 00								95 00
Windsor-armoury		346 00							346 00
“ I.S.C. Vocational Branch			48 00						48 00
Generally-Sundry Buildings		4,168 76	865 84						5,034 60
Manitoba.									
Brandon-M. & D. Brandon warehouse			514 37						514 37
Dauphin M. & D. “C” Squadron Manitoba Horse			20 00						20 00
Ninette-sanatorium	135 00								135 00
Winnipeg-Canada Food Board		163 86							163 86
“ detention barracks,etc.,Imgt.Hall No.2		504 90							504 90
“ Fort Osborne barracks	678 00								678 00
“ Demobilization Branch etc			4,184 14		65				4,184 79
“ I.S.C. retraining centre			4,000 00						4,000 00
“ “Manitoba” military hospital	1,637 18								1,637 18
“ M.&D armouries 34th Fort Garry Horse			698 39						698 39
“ “ Asst. Dir. of Supplies & Transportation M.D. No. 10			2,000 00						2,000 00
“ “ barracks stores			1,800 00						1,800 00
“ “ D.I.O. & Corps of Guides			400 00						400 00
“ “ garage (Imperial)			1,837 50						1,837 50
“ “ Insp. General, Western Can.etc		47 71	2,954 37						3,002 08
“ “ LaSalle Hotel-Ven. hospital			2,500 00						2,500 00

EXPENDITURES by this Department from War Appropriations—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Heating.	Lighting.	Water.	Power.	Staff and Maintenance.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Manitoba.—(Continued.)									
Winnipeg M. & D. Medical stores-Mil. Dist. No. 10			900 00						900 00
" " Ordnance stores (Ellis Block)			300 00						300 00
" ordnance stores			4,835 00						4,835 00
" Registrar M.S.A.		1,915 38	3,206 99						5,122 37
" Returned Soldiers Association-Union Bank Building			168 75						168 75
" Soldiers Settlement Board		352 25							352 25
" "Tuxedo" Cottage for nurses quarters			90 00						90 00
" " military hospital	1,011,270 26								1,011,270 26
Manitoba-Generally-Sundry Blldings			175 00		1 35				176 35
Saskatchewan.									
Moosejaw I.S,C. Ross Park School mil. hospital			3,000 00						3,000 00
" military hospital	37,261 08								37,261 08
" " " nurses home			37 00						37 00
" M. &. D. Douglas Block			1,097 44						1,097 44
Regina Canada Food Board		392 75							392 75
" Earl Grey mil. hospital	5,306 11		270 00						5,576 11
" I.S.C. west stores			1,900 00						1,900 00
" M.&D.armouryC.sq'd.20thBordenHorse			20 00						20 00
" M. & D. Demobilization Br Sherwood Bldg		36 30	7,616 00						7,652 30
" " D. P. M. & Auditor			2,400 00						2,400 00
" " garage (14th Ave.)			570 00						570 00
" " Grey Nuns hospital			420 00						420 00
" " Medical Board, Dist. Depot, etc		796 95	4,305 00						5,101 95
" " Ordnance Corps			180 00						180 00
" " Paymaster's Office-Mil. Dist No. 12			1,125 00						1,125 00
" M. & D. Soldiers Settlement Board, etc		20 00							20 00
" " St. Paul's Parish Hall-Temp. hospital			1,250 00						1,250 00
" Registrar—M.S.A.		1,962 11							1,962 11
" Sherwood barracks	106 20								106 20
" St. Andrews Hospital—Dewdney Hall			862 50						862 50
" St. Charles military hospital	988 31								988 31
" Western stores	188 90								188 90
Saskatoon military hospital	5,735 44								5,735 44
" Soldiers Settlement Board		365 55							365 55
Saskatchewan—Sundry Bldgs—Generally			25 00						25 00

Alberta.									
Calgary detention barracks	3,265 24								3,265 24
" drill hall	860 00								860 00
" Immigration Agent Accom.			420 00						420 00
" I.S.C. Hospital—Bishop Pinkham Coll.			2,115 00						2,115 00
" " Limb—fitting factory			232 25						232 25
" " Occupation, Therapy, Bldg. Frame			100 00						100 00
" I.C.S. Nurses home			240 00						240 00
" military hospital	1,255 41								1,255 41
" M. & D. armoury			1,100 00						1,100 00
" " Casualty Sect. D.D. and barrack stores—Hospital Supply Depot			970 00						970 00
" M. & D. *Central Buildings*			45 00						45 00
" " C.M.P.C. and A.P.M.—M.S.A. Registrar Soldier Settlement Board		186 00	1,070 00						1,256 00
" M. & D. garage—330 5th Ave. West			2,150 00						2,150 00
" " Headqrs. C.A.S.C. I.S.C. Mil. Hospital Supt.			4,502 50						4,502 50
" " *Herald Bldg.* Room 515			105 00						105 00
" " *Judge Travis Bldg*		711 45	2,695 00						3,406 45
" " Medical Board, *Leeson&Linehan Bldg*			625 00						625 00
" M. & D. O.C. 4th Field Troop Can. Engrs.			72 00						72 00
" " Ordnance Depot			500 00						500 00
" " " Dept. *Nicholas Bain Bldg*			2,224 99						2,224 99
" Registrar M.S.A.		3,046 06							3,046 06
Edmonton—Canada Food Board		110 00							110 00
" College mil. hospital	47,641 85								47,641 85
" Connaught armouries	63 15								63 15
" Edmonton Convalescent hospital and nurses home			40 00						40 00
" I.S.C. Alberta College military hospital			10,999 92						10,999 92
" " Vocation Br. *White Block*			742 50						742 50
" M & D. Dental Clinic (Tegler Bldg.)			220 00						220 00
" { " Medical Board (McLeod Bldg. I.S.C. Vocation'l Br. S.C.R. " " }		362 04	1,195 38						1,557 42
" M. & D. Strathcona nurses home			550 00						550 00
" Soldiers Settlement Board		786 50							786 50
" South—military hospital	876 00								876 00
" Strathcona mil. hospital			20,000 00						20,000 00
" Temporary hospital	24 91								24 91
Frank—military hospital	3,696 35								3,696 35
" I.S.C. hospital			350 00						350 00
Lethbridge—Returned Soldiers Club—Old Land-Office		10 65							10 65
Wetaskiwin—military hospital	343 95								343 95
Alberta—Sundry Buildings—Generally		5 45	95 85						101 30

EXPENDITURES by this Department from War Appropriations—*Continued.*

Name of Building.	Construction and Improvements.	Repairs and Furniture.	Rents.	Heating.	Lighting.	Water.	Power.	Staff and Maintenance.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia.									
Balfour—I.S.C. Balfour ranch			200 00						200 00
" I.S.C. {(Kootenay Lake hotel (Military hospital)}			2,800 00						2,800 00
" sanatorium	12,812 83								12,812 83
Esquimalt—coal dock (Reported under Hr. and Riv.)—									
" military hospital	14,937 68								14,937 68
" Naval Cadets' college	28,762 45								28,762 45
" temporary barracks	19,288 53								19,288 53
New Westminster I.S.C. nurses home			480 00						480 00
" Vocational Br.			175 00						175 00
Revelstoke—Dispersal Stn., *Opera House*			35 00						35 00
" M. & D.			100 00						100 00
" S.C.R. M.D. No. 11			75 00						75 00
Vancouver—*Birks Bldg.* No. 706			280 00						280 00
" Fairmont military hospital	3,459 67								3,459 67
" General hospital—military annex	16,272 90								16,272 90
" Insp. Dom. Police, *Credit-Foncier Bldg.*		33 40							33 40
" I.S.C. {Medical Br. Demobilisation Br.}			2,555 80						2,555 80
" I.S.C. Orthopaedic Br.			300 00						300 00
" M. & D. C.A.S.C. garage			525 00						525 00
" " " 1117 Seaton st.			1,001 00						1,001 00
" " " stables			613 90						613 90
" " {No. 18 Field ambulance 752 Thurlow st.}			900 00						900 00
" " Hastings Park, M.D. No. 11			2,400 00						2,400 00
" " 901 Hastings st.			200 00						200 00
" " {Headquarters staff C.M.P.C. & Siberian Rec.}			3,191 66						3,191 66
" " Medical Board of Review		81 80	259 46						341 26
" " Offices and clearing stn.			660 00						660 00
" old post-office	2,734 12								2,734 12
" Registrar M.S.A.		3,361 28							3,361 28
" "Shaughnessey" and "Fairmont" mil. hospitals			11,800 00						11,800 00
" "Shaughnessey" military hospital	18,280 97								18,280 97
" Soldiers Settlement Board		415 13							415 13

Victoria—Canada Food Board		39 35							39 35
" Irving House hospital			1,119 35						1,119 35
" military hospital	519 27								519 27
" Military Hospitals Bd			60 00						60 00
" M. & D. Dist. Paymaster Rec. offices			11,595 00						11,595 00
" {M. & D. Post Discharge Pay} " {I.S.C. Administrative offices}			4,475 00						4,475 00
" M. & D. Medical Stores, 719 Courtney st			200 00			1 76			201 76
" " Stores, 721 Courtney st			137 50						137 50
" " "Willows" Encampment			300 00						300 00
" Qualicum Beach Inn	1,318 98		900 00						2,218 98
" " " M.D. garage			50 00						50 00
" "Resthaven" mil. hospital	1,182 86		3,000 00						4,182 86
" S.C.R. "Craigdarrock" Victoria hospital No. 1		99 82	87 50						187 32
" Soldiers Settlement Bd		1,158 90	200 00						1,358 90
British Columbia—Sundry Buildings—Generally			385 50						385 50
Military Service, War Bonus and Vote No. 419 reported under Miscellaneous.									
Sundry Military Buildings, Generally	20,137 78	30,107 39	1,139 87					103,454 83	154,839 87
Grand total	7,803,498 06	207,855 60	370,875 05	1,823 96	232 77	3,660 77	1,102 83	103,454 83	8,492,503 87

Expenditures by this Department from War Appropriations—*Concluded.*

Recapitulation.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
Totals Public Buildings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia		21,071 73	11,750 68	84,296 07	117,118 48
Prince Edward Island		3,149 91	4,249 57	15,351 16	22,750 64
New Brunswick		9,938 87	7,913 13	75,771 65	93,623 65
Quebec		77,275 64	46,971 44	413 413 15	537,660 23
Ottawa Buildings		3,381,780 11	468,827 90	1,143,437 41	4,994,045 42
Ontario (excluding Ottawa)		342,987 85	34,726 25	334,679 09	712,393 19
Manitoba		43,890 48	9,785 73	120,970 64	174,646 85
Saskatchewan		25,335 57	11,619 66	76,051 87	113,007 10
Alberta		123,829 46	10,781 91	98,227 18	232,838 55
British Columbia		157,213 60	23,667 82	153,149 49	334,030 91
Yukon Territory				38,005 94	38,005 94
Public Buildings Generally		13,340 51		83,217 88	96,558 39
Totals Harbours and Rivers—					
Nova Scotia	48,191 17	92,638 40	70,087 58	2,619 31	213,536 46
Prince Edward Island	9,177 92		9,279 40	1,667 41	20,124 73
New Brunswick	59,142 76	264,368 56	40,830 81	3,096 58	367,438 71
Quebec	63,286 50	979,220 18	59,515 13	180,839 98	1,282,861 79
Ontario	244,017 11	419,276 83	95,547 10	92,630 48	851,471 52
Manitoba	7,333 23	828 28	2,752 42	21,508 32	32,422 25
Saskatchewan and Alberta	10,386 03			876 13	11,262 16
British Columbia	152,342 34	375,050 45	23,166 71	52,755 02	603,314 52
Yukon Territory					
Harbours and Rivers, Generally		7,172 04		385,621 78	392,793 82
Totals, Dredging Plant		1,422 16	82,201 07		83,623 23
" Slides and Booms		244 48	12,090 39	43,833 83	56,168 70
" Roads and Bridges		7,589 23	11,943 91	5,419 07	24,952 21
" Telegraph Lines		8,902 12	41,274 21	739,707 07	789,883 40
" Miscellaneous		113,821 39		592,642 34	706,463 73
" War Appropriations		7,803,498 06	207,855 60	481,150 21	8,492,503 87
Grand totals of expenditure	593,877 06	14,273,845 91	1,286,838 42	5,240,939 06	21,395,500 45

CONTRACTS, DEEDS AND LEASES.

By J. A. CHASSÉ, LAW CLERK.

Statement No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919.

Works.			Names of Contractors.	Date of Contract.	Amount.
	Public Buildings.				
	Nova Scotia.				$ cts.
Dartmouth	Two (2) barrack buildings, one (1) mess and recreation hall building, one (1) operating station for wireless apparatus, a water supply pump, a sewer with connections, etc.	Construction of	Bate, McMahon Maritime Co., Ltd	Dec. 17, 1918	Cost plus percentage.
"	Airship station, seaplane and kite baloon stations	Construction of	" " "	Sept. 13, 1918	" "
Halifax	Drill hall	Restoration of wood roofs and general repairs.	Falconer & McDonald, Ltd	April 22, 1918	$19,971..and for new wood roof purlins in place p.ft. B. M., $43.75 and for a new roof boarding in place F. B. M. $67.50.
Lawlor's Island (Halifax)	Necessary works required in connection with supply of fresh water for Quarantine station.		Farquhar Bros., Ltd	Oct. 15, 1918	7,950 00
Melville Island (Halifax).	Detention cell building	Construction of	M. E. Keefe Construction Co., Ltd	Aug. 27, 1918	5,858 00
North Common (Halifax).	Enlargement of three (3) guard houses.		Bate, McMahon Maritime Co., Ltd	Sept. 19, 1918	8,885 81
" "	Temporary barracks	Construction of	" " "	Aug. 13, 1918	169,900 00
North Sydney	Two barrack buildings and one (1) mess building for 400 men in connection with seaplane station.	Construction of	Elbridge M. Dickson	Nov. 28, 1918	Cost plus per centage.
"	Airship and seaplane stations	Construction of	Bate McMahon Maritime Company, Ltd	Dec. 17, 1918	Cost plus percentage.
Rockhead (Halifax).	Military Isolation Hospital	Construction of	Rhodes, Curry Co., Ltd	Aug. 21, 1918	63,202 00 and schedule of prices.

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919—*Continued.*

Works.	Names of Contractors.	Date of contract.	Amount.
			$ cts.
PUBLIC BUILDINGS.			
Prince Edward Island.			
Charlottetown...Military Convalescent hospital Wiring	W. P. Doull	May 28, 1918	4,453 00
“ .. “ hospital,—nurses' home..Plumbing and lighting	J. A. Currie & J. F. Murnaghan	Oct. 17, 1918	6,400 00
“ .. “ “ main building..Heating system	Bruce Stewart and Co., Ltd	Jan. 24, 1919	5,200 00
New Brunswick.			
Fredericton......Military Hospital—recreation and vocational building. Electric wiring	The Vaughan Electric Co., Ltd	Aug. 8, 1918	2,475 00
“ ......Military Hospital—recreation and vocational building. Heating system	D. J. Shea & Son	Aug. 9, 1918	5,814 00
“ ......Military hospital—roadways, grading, removal of certain buildings, etc.	W. J. Scott and R. Forbes	Oct. 5, 1918	6,323 00
“ ......Experimental station, root cellar..Construction of	Alex. Forbes	Oct. 19, 1918	1,040 00
“ ......Military hospital—boiler house, vocational building. Disinfecting plant and alterations to old Gov't House and ward.	W. J. Scott & R. D. Forbes	Nov. 25, 1918	32,327 50
Partridge Island (St. John). Temporary barracks......Construction of	McDonald & Farren	Oct. 10, 1918	28,959 00
St. John.........Military hospital......Heating apparatus and plumbing	R. E. Fitzgerald	Aug. 10, 1918	6,780 00
“ ....County Military hospital (Nurses' home) Heating and plumbing	R. E. Fitzgerald	Sept. 26, 1918	5,940 00
“ ....Ordnance workshop......Construction of	J. E. Kane & W. T. Ring	Oct. 16, 1918	1,855 00
“ ....Men's mess and guard house at Exhibition grounds. Construction of	“ “	Oct. 17, 1918	20,588 00
“ ....Guard house......Extension of	“ “	Nov. 5, 1918	2,922 00
“ ....County military hospital (Medical officers' residence). Heating and plumbing	Francis S. Walker	Nov. 14, 1918	2,650 00
“ ....Savings Bank building......Electric wiring and fittings	The Vaughan Electric Co., Ltd	Jan. 2, 1919	1,600 00
“ ....Temporary military garage......Construction of	John Flood & Son	Jan. 9, 1919	6,923 00
Quebec.			
Cove Fields (Quebec).....Temporary barracks......Construction of	Bate McMahon & Co	Sept. 20, 1918	293,620.00 and $1.00 p.c. yd. for grading of site.
Cove Fields (Quebec)..... “ “ ......Sewerage and water system for	Miles Lonergan	Jan. 13, 1919	24,500 00

Farnham	Public building	Alterations and additions to	S. P. Saxe	May 4, 1918	5,152 50
"	"	Supply and installation of Post Office fittings.	Estate of late Jos. Bourque	Feb. 18, 1919	3,250 00
Grosse Isle Sta.	New boiler house	Construction of	T. Beaumont & R. Boulanger	Nov. 16, 1918	25,590 00
Hull	(Old Stewart homestead)	Alterations to residence, stable and barn.	Jos. Bourque	Nov. 9, 1918	8,575 00
Lake Edward (Sanatorium).	Two family apartment in connection with.	Construction of	L. H. Peters, Ltd	Feb. 10, 1919	6,097 00
Montreal	Central post office (letter carriers' registration branch) Mezzanine floor.	Supply of screens and counters	Seraphin Bourassa	June 25, 1918	1,724 00
"	Post office (St. James St)	Supply of steam heating service for heating.	Montreal Light, Heat & Power Consolidated	July 18, 1918	1.00 per 1,000 lb. of condensed water and $3 per month for each meter.
Ste Anne de Bellevue.	Military hospital	Additional works in connection with.	E. G. M. Cape & Co., Ltd	June 3, 1918	16,182 00
"	"	Painting of	Goodwin's Ltd	July 6, 1918	28,759 00
"	"	Interior fittings	Jas. Davidson's Sons & Grant P. Davidson	Aug. 15, 1918	11,665 00
"	Medical officers' building, nurses' building,—Storage building	Construction of and grading and roadwork in connection with Military hopsital.	Wm. H. McGillivray	Sept. 11, 1918	176,908 00
"	Active treatment wards,—power house, laundry and conduit systems.	Neurological ward and officers' ward in connection with military hospital.	E. G. M. Cape & Co., Ltd	Oct. 21, 1918	509,000 00
"	Military hospital	Supply of winter sash	The J. T. Schell Co	Dec. 6, 1918	6,849 00
"	"	Electric light power transmission line on site of.	The Artistic Brass Works Co., Ltd	Jan. 8, 1919	5,354 90
"	Military hospital Garage, chapel and mortuary building in connection with.	Construction of	E. G. M. Cape & Co., Ltd	Feb. 14, 191	911,750 00
"	" stable	Construction of	Quinlan & Robertson	Feb. 17, 1919	7,913 00
"	" Special service building	Construction of	"	Feb. 27, 1919	14,000 00
"	" Guard house	Construction of	"	Mar. 6, 1919	7,800 00
"	" Recreation building.	Construction of	"	Mar. 6, 1919	55,600 00
"	" Physiotherapy building.	Construction of	Quinlan & Robertson, Ltd	Mar. 10, 1919	68,565 00
St. Johns	Military supply depot	"	Pierre Trahan	Nov. 8, 1918	13,325 00
Three Rivers	Public building	Additional fittings	Joseph Bourque	May 13, 1918	700 00
"	"	Supply and installation of fittings.	S. Bourassa	May 28, 1918	752 00
Ste Anne de Bellevue.*	Buildings (for Military hospital)	Construction of	E. G. M. Cape & Co., Ltd	Oct. 26, 1917	230,000 00

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*This item was received too late for insertion in last year's annual report (1917–1918).

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919—*Continued.*

Works.			Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*					
Ontario.					$ cts.
Burlington	Military hospital, Gymnasium building.	Construction of	Kennedy Connor	Feb. 19, 1919	15,700 00
Freeport	Military hospital, Tuberculosis pavilion.	"	Dunker Bros	Jan. 6, 1919	11,800 00
Kenora	Pub. building	Heating and plumbing	Chas. Ratchford	Sept. 18, 1918	3,585 00
Kingston	(Barriefield) Lower common. Temporary barracks.	Construction of	Bate, McMahon & Co	Sept. 20, 1918	310,500.00 and $2 p.c. yd. for grading of site.
"	(Ongwanada). Military isolation hospital	"	Wm. Henry Harvey	Sept. 12, 1918	34,382 00
"	Mowat sanatorium	Plumbing and heating	McKelvey & Birch, Ltd	Oct. 3, 1918	1,211 00
"	"	Electric wiring and fixtures	Halliday Electric Co	Oct. 17, 1918	350 25
"	" Tuberculosis pavilion.	Construction of	Henry Hunter	Jan. 15, 1919	23,400 00
"	(Barriefield) Lower common Temporary barracks	Sewerage and water systems	Elliott Bros	Jan. 24, 1919	8,965 00
"	" Water supply and drainage for Unit No. 2 of temporary barracks.	Temporary barracks	Elliott Bros	Feb. 8, 1919	8,980 00
"	Works required in connection with extension of water works from Morton St. to Isolation hospital.		Civic Utilities	Mar. 10, 1919	128 during 5 yrs.
London	Temporary barracks	Construction of	Bate, McMahon & Co	Sept. 20, 1919	304,750 and 2.50 p.c. yd. for grading of site.
"	Military hospital. Service and dining room block for unit "G".	Construction of	Canadian Contractors and Builders, Ltd	Oct. 21, 1918	53,900 00
"	Military hospital. Administrative and surgical buildings.	Construction of	Bate, McMahon & Co	Oct. 24, 1918	102,494 00
"	Military hospital, main sewer	"	The John Hayman & Sons Co., Ltd	Oct. 31, 1918	10,945 00
"	Military hospital, siding connecting with the London & Port Stanley Ry. Co.	"	The London Ry. Com. operating the London & Port Stanley Ry.	Nov. 19, 1918	Actual cost of work plus 10 per cent (during pleasure).
"	Military hospital. Active treatment wards, convalescent wards in connection with.	"	A. B. Coleman	Nov. 27, 1918	465,000 00
"	Military hospital. Vehicle and ordnance store compound.	"	"	Dec. 4, 1918	7,970 00

"	Military hospital. Power house in connection with.	"	A. S. Ponsford, Ltd.	Jan. 3, 1919	209,400 00
" (Carling Heights).	Temporary barracks. Sewerage and water systems.		Bate, McMahon & Co.	Jan. 8, 1919	29,528 00
Ontario	Post-offices generally	Supply and delivery of 20 standard test examination cases No. 1267.	The Interior Hardwood Co., Ltd.	June 4, 1918	240 00
"	"	Supply of 20 1265 Standard facing slip cases.	The Burton & Baldwin Mfg. Co., Ltd.	June 4, 1918	248 00
"	"	Supply of 50 sorting cases 1264 standard final lettering sorting cases.	R. A Sproule	June 4, 1918	1,600 00
"	"	Supply of six (6) facing slip cases for Dominion Ry. Mail Service.	The Burton & Baldwin Mfg. Co., Ltd.	July 5, 1918	228 00
Ottawa	Parliament Buildings	Supply of wire and cable required in connection with restoration of.	Ahearn & Soper, Ltd.	April 17, 1918	21,500 00
"	Public buildings	Supply of 200 electric fans for	" "	April 18, 1918	5,123 40
"	Dominion Government buildings	" of 500 cords of hardwood	Barret Bros.	April 18, 1918	
"	Parliament Buildings	" of marbles for corridors	Ontario Marbles Ltd.	April 23, 1918	85,781 00
"	Dominion Public Buildings	" of tungsten lamps	The Perkins Electric Co.	May 6, 1918	3,501 00
"	Parliament Buildings	" of bronze covered frames and sash.	McFarlane-Douglas Co., Ltd.	May 7, 1918	32,500 00
"	"	" of switchboards, panel boards and transformers.	Ahearn & Soper Ltd.	May 7, 1918	39,414 00
"	"	" exceladuct conduit and fittings.	Canadian General Electric Co.	May 7, 1918	5,152 50
"	(Militia and Defence) Auditor's Branch.	Metallic vertical filing transfer cases.	The Steel Equipment Co., Ltd.	May 11, 1918	1,144 00
"	New Dom. Govt. office building fittings.	Structural steel work	Dominion Bridge Co., Ltd.	May 15, 1918	334,650 and unit price of steel per pound erected, $6.90 and Unit price of cast iron per pound erected $8.00.
"	Public buildings	Supply of ice for 1918-1919 — per 100 lbs.	Geo. E. Kingsbury	May 21, 1918	0 22½
"	Dominion Public Buildings	Supply of 500 cords of sound split mixed wood.	Barrett Bros.	May 23, 1918	5,465 00
"	"	Supply of 1,000 cords of sound split hardwood.	"	May 23, 1918	12,430 00
"	"	Supply of 1,500 cords of sound split mixed wood.	J. A. Barrett	May 23, 1918	14,250 00
"	Government Buildings & Experimental Farm.	Supply of 200 cords of mill wood	F. W. Argue	June 6, 1918	($7.00 per cord) 1,400 00
"	"	Supply of 50 cords of kindling	"	June 6, 1918	($8.50 per cord) 425 00
"	Parliament Buildings	Supply of Custodis chimney at central heating plant.	Douglas Milligan Co., Ltd.	July 5, 1918	8,400 00

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1918, to March 31,1919—Continued.

Works.			Names of Contractors.	Date of contract.	Amount.
	PUBLIC BUILDINGS—*Continued.*				
	Ontario.				$ cts.
Ottawa	Board of Pension Commisioners for Canada.	Supply of 53 filing cases	Office Specialty Mfg. Co., Ltd	July 9, 1918	2,491 00
"	Public Buildings	Supply of 500 filing sections No. 14CV and 50 pairs of ends S2166.	The Steel Equipment Co., Ltd	July 9, 1918	20,900 00
"	"	Supply of 250 filing sections and 25 pairs of ends S2184.	Office Specialty Mfg. Co., Ltd	July 9, 1918	11,947 50
"	" and Experimental Farm.	Delivery of coal consigned from collieries.	Independent Coal Co., Ltd	Oct. 28, 1918	1.20 per ton and 1.40 per ton if coal has to be unloaded from cars into bins and later carted and delivered.
"	Ordnance store building	Construction of	Doran & Devlin	Nov. 15, 1918	14,483 00
"	Parliament Buildings	Elevator enclosure doors for	Canadian General Electric Co., Ltd	Nov. 16, 1918	51,000 00
"	Experimental Farm	Root, seed and implement building construction of.	R. Taylor & J. Lackey	Jan. 28, 1919	9,950 00
*Port Colborne	Public Building	Alterations and additions to post office.	The J. T. Schell Co	Sept. 13, 1918	1,500 00
*Prescott	"	Alterations and additions to post office fittings.	W. J. Hoy	Nov. 12, 1918	1,051 25
Toronto	Military orthopædic hospital	Roofing and sheet metal work	H. Matthews, Ltd	May 15, 1918	4,163 00
"	Military garage	Construction of	Wm. Williamson	Aug. 15, 1918	13,405 00
"	" orthopædic hospital	Heating and plumbing	Purdy, Mansell Ltd	Aug. 21, 1918	79,044 00
"	" "	Electric wiring	Harris & Marson Electric Co	Aug. 21, 1918	19,219 37
"	" "	Overhauling of elevator	Otis-Fensom Elevator Co., Ltd	Aug. 27, 1918	3,100 00
" (Rosedale).	Temporary barracks	Construction of	Allan C. Ross & Jos. F. Meagher	Sept. 30, 1918	327,020.70 and $1.35 per c.yd. for grading of site.
Toronto	Office of Inspector of taxation	Fittings	Cameron & Campbell	Nov. 5, 1918	675 60
"	(Military orthopædic hospital) kitchen wing.	Construction of	The Jackson-Lewis Co., Ltd	Nov. 18, 1918	56,000 00
"	(Military orthopædic hospital) new boiler house.	"	Russell-Navin Construction Co	Nov. 19, 1918	78,243 00

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*These items were received too late for insertion in last year's Annual Report (1918-1919).

"	(Military garage)	Electric wiring	James Devonshire Ltd	Dec. 4, 1918	478 50
"	Military orthopædic hospital (Christie St.).	Lathing and plastering	A. D. Grant	Dec. 30, 1918	15,985 00
"	Rosedale barracks	Water supply and drainage service.	The Connolly-Agnew Construction Co., Ltd	Jan. 6, 1919	Unit prices.
"	"	Transmission line for electric current and power.	James Devonshire Ltd	Jan. 13, 1919	2,175 00
"	Medical officers' residence, nurses' dormitories, orderlies' building and storage building.		The Jackson-Lewis Co., Ltd	Jan. 16, 1919	181,000 00
"	(Customs Examining Warehouse).	Temporary storage building	Dickie Construction Co., Ltd	Jan. 7, 1919	15,293 00
"	Military hospital	Painting and finishing of main buildings.	James Phinnemore	Jan. 21, 1919	19,998 00
"	" orthopædic hospital recreation building.	Construction of	Dickie Construction Co., Ltd	Jan. 27, 1919	28,931 00
"	" " . Officers' hospital.	"	Dickie Construction Co., Ltd	Jan. 27, 1919	58,112 75
"	Military orthopædic hospital. Necessary power transmission lines.		James Devonshire Ltd	Jan. 31, 1919	2,500 00
"	Military orthopædic hospital, limb factory.	Construction of	Wm. Williamson	Feb. 20, 1919	41,481 00
	Manitoba.				
Winnipeg	Neurological ward, Long Active Treatment Ward, Convalescent ward, Active Treatment ward and foundation walls with concrete piers on interior portions of all buildings.		Carter-Halls-Hedinger Co., Ltd	Jan. 4, 1919	346,389 00
"	Military hospital	Construction of	R. N.. Wyatt	Feb. 24, 1919	4,765 00
	Alberta.				
Calgary	Detention cell building	Construction of	W. H. Cawston	Nov. 6, 1918	3,100 00
Coutts	Two (2) cottages for immigration office.	Construction of	S. Stanford	Feb. 17, 1919	3,790 00
Edmonton	Convalescent hospital	Heating and plumbing	J. A. Lockerbie Ltd	Oct. 21, 1918	5,634 80
Grande Prairie	Public building	Construction of	Norman Cuthbertson	Dec. 9, 1918	6,270 00
	Saskatchewan.				
Saskatoon	Post office	Electric dumb waiter complete in front of.	Lemery-Dennision Electric Ltd	Oct. 11, 1918	1,000 00
Sutherland	Water system from town to nursery station.		R. B. McLeod and R. Jarrand	Sept. 17, 1918	Unit prices.
	British Columbia.				
Balfour	Military convalescent hospital	Construction of	T. H. Watters & Co	May 28, 1918	6,005 00
Esquimalt	18 cell building adjacent to detention barracks.	Construction of	Knott & Jones	Aug. 15, 1918	6,490 00

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919—*Concluded.*

Works.			Names of Contractors.	Date of Contract.	Amount.
	PUBLIC BUILDINGS—*Continued.*				
	British Columbia.				$ cts.
Esquimalt	(Naval yard)	Fitting up of a building for accommodation of naval cadets.	Knott & Jones	Sept. 3, 1918	13,000 00
"	(Naval dock-yard)	Non-gravity heating apparatus—boiler house and smoke stack for naval cadets college.	Vancouver Island Marine Plumbing & Heating Co.	Oct. 7, 1918	20,574 00
William Head	Quarantine station Three (3) hospital buildings.	Construction of	Robertson & Partners Ltd.	May 28, 1918	9,295 00
"	"	Special castings in connection with water service.	Canada Iron Foundries Ltd	July 29, 1918	2.20 per net ton for special castings flanged and 1.70 per net ton for special castings hub and spigot.
"	"	Supply and delivery of all necessary cast iron pipes required to complete water service.	National Iron Corporation Ltd	July 29, 1918	87.50 per ton of cast iron pipes supplied and delivered.
"	"	Supply and delivery of pig lead in connection with water service.	North West Supplies Ltd	Aug. 1, 1918	145 per ton delivered.

Works.			Names of Contractors.	Date of contract.	Amount.
HARBOURS AND RIVERS.					
Nova Scotia.					$ cts.
Battery Point	South breakwater	Addition to	W. H. Anderson	Sept. 11, 1918	3,450 00
Chimney Corner	Wharf	Construction of	Thos. D. Morrison	Aug. 26, 1918	5,700 00
Cow Bay (Port Morien)	Breakwater	Repairs to	Dan. McKenzie	Aug. 6, 1918	7,996 75
Fourchu	Dredging	Government wharf Class "B" per cu. yd.	Atlantic Dredging Co., Ltd	Nov. 14, 1918	0·60
Halifax	Retaining wall	Reconstruction of and dredging	The Standard Construction Co., Ltd	Feb. 3, 1919	Unit prices.
Inverness	Breakwater	Extension of and dredging of channel.	Reid & Archibald	Aug. 27, 1918	"
Lower Kingsburg	" skidway and boat shed	Construction of	Donald Sutherland	Dec. 7, 1918	"
Margaree	"	"	Maurice A. Condon	June 7, 1918	12,690 00
McKay's Point	"	"	Alex. Gillis	Aug. 29, 1918	3,740 00
Meteghan	Wharf	Repairs and renewals	A. Girroir & W. F. MacKinnon	Sept. 4, 1918	3,950 00
New Brunswick.					
Back Bay	Public wharf	Renewal of and repairs to	W. A. Munro	Mar. 11, 1919	Unit prices.
Shediac	Wharf	Repairs to	Days' labour	Aug. 19, 1918	1,400 00
Miramichi River North West (Lawlor's shore).	Dredging	Class "B" per cu.yd	Peter England	Sept. 4, 1918	0 44
St. John (Courtnay Bay).	Harbour works	Completion of and addition of 2,500 feet to breakwater and dredging channel and basin.	The St. John Dry Dock and Shipbuilding Co. Ltd.	July 11, 1918	Sed. of prices.
St. John (West)	Harbour, No. 7 wharf	Repairs to and placing of additional ballast.	J. E. Kane & W. T. Ring	Aug. 28, 1918	"
Tynemouth Creek	Western breakwater	Reconstruction of southern wing	J. Stewart Parker	Jan. 21, 1919	"
Quebec.					
Laprairie	Protection works being improvements to protection dyke		N. Poupart & Alph. Duranceau	Sept. 14, 1918	"
Matapedia	(Interprovincial bridge over Restigouche river).	Renewal of flooring	J. C. McLean & J. A. Reid	Dec. 3, 1918	4,997 00
Ste Anne de Chicoutimi.	Floating pontoon	Construction of	Jos. Bouchard	Nov. 19, 1918	Sched. of prices.
St. Maurice River	Dredging	Class "A" per cu.yd	The Laurin & Leitch Engineering & Construction Company Ltd.	July 27, 1918	4 00
		Class "B" "			0 18½

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada from April 1, 1918 to March 31, 1919.

Works.			Names of Contractors.	Date of contract.	Amount.
	Ontario.				$ cts.
Bayfield	South pier	Renewal of	Weston Bros	Sept. 3, 1918	Unit prices.
Belleville	(Warehouse on pier)	Improvements and general repairs	Lucius E. Allen	Oct. 2, 1918	"
Burlington Channel.	Pier	Repairs to	J. W. McAllister & J. Taylor	Aug. 22, 1918	"
Cobourg	Langevin pier	Repairs to	R. Brewder	July 18, 1918	"
Cobourg	East pier	Repairs to	R. Brewder & M. H. Lynn	Sept. 7, 1918	"
Fort William	Pile wharf. (C.N.R. coal dock) north side of Kaministiquia River and below West Fort Turning Basin...	Removal of	Stuart Mackenzie	July 2, 1918	$3 per cord of 128 c.ft and all timber in superstructure and 0.10 per lin.-ft. of piling salvage, etc., etc.
Kingston	Supply of electric power to operate bascule bridge		The Public Utilities Commission of City of Kingston.	April 29, 1918	0·03 for 1st 50 hrs. use of connected load or maximum demand.— 0.02 2nd 50 hrs'. use of connected load or maximum de mand,—and 0.15 for all excess plus 1.33⅓ per m. per h.p. of connected load from 15th Mar. to 15th Dec.
Point Edward	Removal of any obstruction which may form in bed of river St. Clair, Ont.		The Chick Contracting Co., Ltd	Feb. 24, 1919	Sch. of prices.
Port Arthur	Dredging additional quantity of 3,677 cu.yds—Class "A" per cu.yd..		W. E. Phin	Sept. 12, 1918	2 00
	Class "B" " ..				0 13
Port Burwell	Pier	Repairs to	F. E. Tifft	Oct. 3, 1918	Unit prices.
Toronto (Harbour).	Sea-wall, breakwater and a ship channel and turning basin and retaining walls.	Construction of	Roger Miller & Sons, Ltd	Mar. 10, 1919	Basis of cost plus 7½ per cent

Manitoba.					
Little Pembina river.	Stop log dam, pile bridges and canal for diversion of river into Lake Pelican, Man...	Construction of	Buchanan & Co	Oct. 7, 1918	Unit prices.
British Columbia.					
Esquimalt	Coaling jetty	Construction of	Palmer Bros	Sept. 4, 1918	45,157 00
“	Dockyard wharf	“	James McDonald & Abraham Watson	Mar. 1, 1919	Unit prices.
False Creek	Dumping of material and redredging of same to reclaimed grounds		Pacific Construction Co., Ltd	Sept 18, 1918	
Hardy Bay (Co-Float mox).		Construction of	A. W. Watson & J. McDonald	Oct. 24, 1918	2,136 00
Steveston (Fraser River).	Protective works to existing jetty.	Construction of	J. P. Hodgson & F. T. Ring	Nov. 28, 1918	Unit prices.
Tofino	Government wharf	Repairs to	Watson & McDonald	Nov. 15, 1918	“
Vancouver	“	Installation of automatic sprinkler system in two wooden freight sheds.	Canadian General Fire Extinguisher Co., Ltd.	Sept. 27, 1918	32,853 45
Victoria. Pier No. 8.	Wooden shed, trackage, etc., etc	Construction of	R. Moncrieff	Sept. 7, 1918	76,495 00
Victoria	Government wharf	Repairs to	Watson & McDonald	Oct. 28, 1918	Unit prices.
“	Adjustable slip and alterations to protective fenders on pier No. 3		R. Moncrieff	Feb. 13, 1919	3,500 00
Vessels, Dredges and Plant.					
Repairs to, and docking and overhauling of *Rockbreaker No. 1*			Yarrows Ltd	April 24, 1918	1,210 bulk amt.
Supply of 700 tons of lump steam coal and run of mine steam coal for Departmental Dredging Plant, Montreal, Que., for 1918–1919, per ton.			Geo. Hall Coal Co. of Canada, Ltd	June 10, 1918	8.65 per ton of lump steam coal. 8.50 per ton of run of mine steam coal.
Overhauling and repairing of Dredge No. 3 *Fruhling*			B.C. Marine Ltd	Mar. 19, 1919	7,390 00
“					
Government Telegraph Service.					
Supply and delivery of 30,000 lbs. of galvanized iron telegraph wire for Nelson, B.C. and 5000 lbs for Quebec, Que.			The Steel Co. of Canada, Ltd	May 6, 1918	2,885 50

STATEMENT No. 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919.

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what purpose.	Area.	Price.
1918.						$ cts.
April 3	John Hing	His Majesty	Release for all claims in *re* surrender of west ½ of lot No. 12, south side of Queen st., Ottawa, Ont.	New Gov't. office building.		30 00
" 3	Lucien Trudel	"	Release for all claims for damages caused by flooding of lot No. 31, R. V, Township of Latulippe, Timiskaming, Que.	Quinze Lake dam	30·65 acres	392 00
" 9	Anna M. Andrews and T. J. Peria	" "	Release for all claims for damages caused by flooding of lot No. 8, 5th Con., Township of Harris, Timiskaming, Ont.	Timiskaming reservoir dam.		477 50
" 16	His Majesty	The City of Winnipeg.	Grant of parts of lots Nos. 57 and 58, Parish of St. James, Winnipeg, Man.		1,679 sq. ft.	815 15
May 1	J. J. Calvert	His Majesty	Certificate of ownership *re* south ½ of lot No. 4, Con VI, Township of Dymond, Timiskaming, Ont.	Timiskaming reservoir dam.	1·75 acre	25 00
" 14	The Vancouver Harbour Commissioners.	"	Reconveyance of the two-two acre parcels of land forming a portion of the Granville street mud flats, False Creek, B.C.	Depts. of Pub. Wks. and Marine and Fisheries.		
" 27	Thomas Hamilton and Joe Jim Nom.	"	Surrender of lease and release for all claims, etc., caused by vacating the premises Nos. 56 and 58 O'Connor st., Ottawa, Ont.	New Gov't. office building.		500 00
June 4	The University of Manitoba.	"	Sale of north east ¼ of sect. 6, Township IV, R. XV, Little Pembina river, Man.	Improvements of navigation.	3·26 acres	10 00
" 5	The Executive Council of Province of New Brunswick.	"	Transfer of wharf and wharf site and approach, Back Bay, N.B.	Government purposes		Free transfer.
" 7	Bruno Perreault	"	Act of servitude *re* lot No. 53, R IV, Township of Guigues, Timiskaming, Que.	Timiskaming reservoir dam.	45·37 acres	45·37
" 14	Ovide Cadieux	"	Release of all claims for damages caused by flooding of lot No. 36, R 2, Township of Guigues, Timiskaming, Que.	Timiskaming reservoir dam.		275 96
" 14	Con McGuire	"	Release of all claims for damages suffered in connection with the construction of Breakwater, North Bay, Ont.			641 34
" 21	Quebec Ry., Light, Heat & Power Co., Ltd.	"	Sale of strip of cadastral lot No. 57 (Beach lot) Sault Montmorency, Que.	Revetment wall	10,619 sq. ft.	1,545 00
" 24	Certificate of Title		Certificate of title *re* part 21,100 acres of lot No. 1 of lot No. 398, Group 1, Nakusp, B.C.	Mooring and storage ground for dred'g plant.		

June 28	Certificate of Title		Certificate of title *re* portion of south west ¼ Sect. 5, Township IV, R XV, Little Pembina riv., Man. and portion of north west ¼ of sect. 32, Township 3, R XV, Little Pembina riv., Man.	Diversion into Lake Pelican.	5,211 acres	
				“ “	2,135 “	
“ 29	His Majesty	Levis County Railway	Permission to construct a “Y” for electric cars on road leading to Lorne Dry dock at Lauzon, Que.	During pleasure		1.00 per annum.
July 2	William Martin Leacy	His Majesty	Release for all claims and demands in connection with improvements to Tunnel bay wharf, Brockville			1,219 63
“ 8	Joshua Fletcher and Estate of A. S. McLean.	“	Sale of lots Nos. 1 and 2, Block 4, Grande Prairie City, Alta.	Dominion lands office		1,000 00
“ 12	Janet Thompson es qual	“	Sale of part of south east ¼ of Sect. 6, Township IV, R XV, west of meridian, Little Pembina riv., Man.	Little Pembina River Diversion.		367 80
“ 13	His Majesty	J. W. Hennessy Incorporated.	Bill of Sale *re* scow No. 33, P. Wks of Canada			11,200 00
“ 13	“	“ “	“ No. 32 “ “			11,200 00
“ 13	“	“ “	“ dredge No. 114 “ “			11,200 00
“ 13	“	“ “	“ ship “St. Paul” “ “			11,200 00
1918. “ 13	His Majesty	W. J. Hennessy Incorporated.	Bill of Sale *re* scow No. 50, Public Wks of Canada			11,200 00
“ 13	Certificate of Title		Certificate of title *re* portion of river lots 68 and 69, Parish of St. Clements, Selkirk, Man.	Dredging Fleet	7,124 acres	
“ 16	The Board of Governors of St. Andrews College.	His Majesty	Sale of property in North Rosedale, Toronto, Ont.	Site for military hospital		500,000 00
“ 19	Jos. Trepanier	“	Release for all claims for damages caused by flooding of lots Nos. 54 and 55, R. 1, Township of Duhamel, Que.	Timiskaming reservoir	277·50 acres	35 00
“ 19	Dept. of Interior	Dept. of Public Works.	Transfer of a small parcel of land at House River, Alta.	Telegraph stn	0·85 acre	Free transfer.
“ 22	David Irving	His Majesty	Release for all claims, etc., *re* surrender of Lease in connection with messuage 60 and 62, O'Connor st., Ottawa, Ont.	New gov't. office building.		407 00
“ 30	H. Friedman	“	Release for all claims, etc., *re* surrender of Lease in connection with messauge No. 170 Queen st., Ottawa, Ont.	New gov't. office building.		50 00
“ 30	Hum Young	“	Release for all claims, etc., *re* surrender of Lease in connection with premises on lots No. 12 and 13, north side of Albert st., Ottawa, Ont.	New gov't office building.		1,625 00
“ 31	Dept. of Public Works	Northern Fish Company.	Bill of Sale *re* Tug “Carberry”			2,000 00
Aug. 5	Achille Verhelst	His Majesty	Release for all claims for damages caused by flooding of lot No. 27, R 2, Tp. of Fabre, Que.	Timiskaming reservoir dam.		1,500 00

STATEMENT No. 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919—*Continued.*

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what purpose.	Area.	Price.
1918						$ cts.
Aug. 9	His Majesty	The Toronto Harbour Commissioners.	Quit claim deed *re* water lot "A", Toronto, Ont.		52·93 acres	
" 9	Magloire Larivee	His Majesty	Sale of piece of land-part of lot No. 5 of official cadastre of Village of Lauzon, Que.	Levis dry dock site	398,000 sq. ft.	43,468 74
" 12	Notice of expropriation		Expropriated land on east side of southeast Passage of Halifax harbour, N.S.	Seaplane station	16·31 acres	
" 12	" "		Expropriated land on east side of Southeast Passage of Halifax harbour, N.S.	" " (Eastern passage).	3·50 "	
" 12	" "		Expropriated land on east side of Southeast Passage of Halifax harbour, N.S.	Seaplane station (Eastern passage).	19·5 "	
" 12	Janet Ethelinda Roelofson	His Majesty	Grant of right of way on portion of Section 82, Esquimalt, B.C.	Water supply pipe to be laid to Quar. station, William Head, B.C.	0·1 acre	75 00
" 14	Notice of Expropriation		Expropriation of "Brant Park hotel property", Burlington Village, Ont.	Military purposes		
" 20	Geo. Thibault	His Majesty	Release for all claims for damages caused to sawmill property, Township of Latulippe, Timiskaming, Que.	Quinze lake reservoir dam.	1·05 acres	970 00
" 22	Notice of Expropriation		Expropriation of land being parcels of lots Nos. 1, 2, 3 and 4 in lot No. 17, Con 2 from Bay, Township of York, Toronto, Ont.	Military hospital	27·9 "	
Sept. 3	" "		Expropriated land at Upper North Sydney, N.S.	Airship station	5·82 acres	
" 3	" "		" " " "	"	12·3 "	
" 3	" "		" " " "	"	16·7 "	
" 3	" "		" " " "	"	5·64 "	
" 3	" "		" " " "	"	15·2 "	
" 3	" "		" " North "	Seaplane station	14,000 sq. ft.	
" 3	" "		" " " "	"	56,260 "	
" 3	" "		" " " "	"	18·7 acres	
" 3	" "		" " " "	"	132,000 sq. ft.	
Sept. 11	Certificate of title		Certificate of title *re* north-east ¼ of Sect. 22, Tp. 20, R 21, 2nd meridian, Province of Saskatchewan.	Craven dam	50 acres	
" 21	" of Ownership		Release for damages caused to lot No. 7, south side of Sharpe St., New Liskeard, Ont.	Timiskaming reservoir dam.		
" 28	The Corporation of Township of Westminster	His Majesty	Permission to construct and maintain a covered sewer or drain along base line to High st., and thence along High st. to Chester st., London, Ont.	Sewer in connection with military hospital.		

Oct. 2	Notice of Expropriation		Expropriation of parts of lots Nos. 47, 48 and 49, Township of Fabre, Timiskaming, Que.	Timiskaming reservoir dam.	0·08 acre	
" 5	John Mossman et ux	His Majesty	Sale of parcel of land at Lower Kingsburg, N.S.	Skidway and breakwater.	0·03 acre	20 00
" 5	James Mosher et ux	"	Sale of parcel of land at Lower Kingsburg, N.S.	" "	0·13 acre	50 00
" 11	Notice of Expropriation		Expropriated land being part of lot No. 22, Block 1, Parcel 1, Burlington, Ont.	Military purposes		
" 12	" "		Expropriation of lots Nos. 19 and 20, R 1, Township of Gaboury, Pontiac Co., Que.	Quinze lake reservoir dam.	Parcel No. 1 3·85 acres. Parcel No. 2, 8·52 acres. Parcel No. 3, 8·63 acres.	
" 15	" "		Expropriation of lots Nos. 5 to 10, both inclusive, in block 372, Regina, Sask.	Militia & Defence		
Nov. 1	Notice of abandonment		Abandonment of portion of land forming part of lot No. 560, St. Charles River, Que.		1,418,310 sq. ft.	
" 13	Certificate of Ownership		Certificate of ownership *re* property on lot "A", block 2, plan M-11, Sharpe st., New Liskeard, Ont.	Timiskaming reservoir dam.		350 00
" 19	The London R'y. Commission operating the London & Port Stanley R'y.	His Majesty	Agreement *re* construction of siding connecting with the London and Port Stanley Railway. (London, Ont).	London military hospital.		Actual cost of work plus 10% (during pleasure).
" 22	His Majesty	The Riordan Pulp and Paper Company, Limited.	Exchange of portion of lot No .24 for an equal area in Tp. of Gendreau, Que.	Private enterprise		
Dec. 5	W. S. Gibson	His Majesty	Quit claim deed *re* parcel of land composed of part of lot No. 23 in 1st Con, Tp. of Westminster, Ont.	Military hospital at London, Ont.	7 acres	1,000
" 12	Joseph Houle	"	Release for all claims for damages caused to portions of lots Nos. 19 and 20, R 1, Tp. of Gaboury, Que.	Reservoir Lake Dam and Sluiceways.		207 75
" 18	Daniel MacDonald	"	Sale of land on east side of Southeast Passage, Halifax Harbour, N.S.	Airship and Kite Balloon stn.	18·46 acres	8,407 00
1919. Jan. 7	Notice of Expropriation		Expropriation of two pieces of land (one along shore and another from shore), over a private road to public road, Chimney Corner, N.S.	Wharf and roadway	2·97 acres	
" 30	New Brunswick school for the Deaf.	His Majesty	Sale of land known as "New Brusnwick School for the Deaf", Parish of Lancaster, N.B.	Gov't. purposes		20,000 00

STATEMENT No. 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1918 to March 31, 1919—*Concluded.*

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what Purpose.	Area.	Price.
1919.						$ cts.
Feb. 3	Gillies Bros. Limited	His Majesty	Release for all claims, past, present and future for damages caused or to be caused to lots Nos. 23, 24, 25, and 26 R 7, Tp. of Baby, Timiskaming, Que.	Timiskaming reservoir dam.	45·41 acres	5,000 00
			and Nos. 22, 23, 24 and 25, R 7, Tp. of Laverlockere, Que.	" "	6·73 "	
			and Nos. 1, and 2 R 8, Tp. of Latulippe, Timiskaming, Que.	" "	34·31 "	
Feb. 8	James Daniels	"	Grant of easement for the right to place, lay and maintain under lot No. 3, Metchosin Dist., Vancouver Island, B.C., a water pipe in connection with water supply pipe to be laid to Quarantine Station, William Head, B.C.	Water service at Quar. stn., William Head, B.C.	0·37 acre	400 00
" 12	Notice of Expropriation		Expropriated parcel of land and premises in Sect. 82, Metchosin Dist. Vancouver Island, B.C.	Quarantine Stn—William Head.	0·05 acre	
" 18	Canadian Pacific Ry. Co'y	His Majesty	Agreement to provide power service for use of two wires between Vancouver and Squamish and Vancouver and Campbell River, B.C.	Gov't. purposes	For 1 yr. and thereafter until agreement is terminated.	$65.00 per annum.
" 18	His Majesty	Canadian Pacific Ry. Co.	Special grant of lots Nos. 46, 47 and 48, Parish of St. John, (Winnipeg), Man.			
" 25	Notice of Expropriation		Expropriation of land composed of part of block No. 2, Melita St., Toronto, Ont.	Orthopaedic military hospital.		
" 25	" "		Expropriation of land composed of part of block No. 2, Melita st., Toronto, Ont.	Orthopaedic military hospital.		
Mar. 3	" "		Expropriation of leasehold's interest (from 3rd March '19) of part of lot No. 13 in 3rd Con, Tp. of Clinton, Co. of Lincoln, Ont.	Temporary military hospital.	45 acres	
" 3	" "		Expropriation of leasehold's interest (from 3rd Mch '19) of part of lot No. 13 in 3rd Con, Tp. of Clinton, Co. of Lincoln, Ont.	Temporary military hospital.	6 acres	
" 3	" "		Expropriation of leasehold's interest (from 3rd Mch '19) of part of lot No. 14 in 4th Con, Tp. of Clinton, Co. of Lincoln, Ont.	Temporary military hospital.	6 acres	
" 3	" "		Expropriation of leasehold's interest (from 3rd Mch '19) of part of lot No. 13 in 4th Con, Tp. of Clinton, Co. of Lincoln, Ont.	Temporary military hospital.	53 acres	

Mar. 10	Odilon Gingras	His Majesty	Release for all claims for damages past, present and future, caused or to be caused to portions of lot No. 24, R. 8, Tp. of Latulippe, Que.	Fifteen Lake dam and Sluiceways.		116 25
" 12	The Trust & Loan Co. of Canada.	"	Consent to servitude in perpetuity upon lot No. 46, R. 4, Tp. of Guigues, Que.	Fifteen Lake dam and Sluiceways.		53 42
" 25	Notice of Abandonment		Abandonment of parcel of land at Upper North Sydney, N.S.		12·3 acres	
" 25	" "		" " " "		5·64 "	
" 25	" "		" " " "		16·7 "	
" 25	" "		" " " "		15·2 "	
" 25	" "		" " " "		5·82 "	
" 28	Ella Giles	His Majesty	Sale of land, being blocks Nos. 186, 187 and 188, Portsmouth, Ont.	Observation hospital	23 acres, 2 rods and 33 perches	15,000

The following items were received too late for insertion in last year's report (1917-1818):—

1882. Sept. 6	The City of Montreal	Her late Majesty (Queen Victoria).	Deed of use and enjoyment of drill shed Craig st., Montreal, P.Q.			$1.00 per annum and as long as required.

STATEMENT No. 2.—Properties Purchased or Sold by the Department of Public Works of Canada, from April 1, 1918 to March 31, 1919.

The following items were received too late for insertion in last year's annual report (1917–1918):—

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what Purpose.	Area.	Price.
1910. Dec. 1	The Can. Pac. Ry. Co.	His Majesty	Agreement by which the Company will construct siding connecting Provincial reformatory farm with Co'.s line at Guelph, Ont.	Militia and Defence		5% per annum on actual cost of pile bridge, the estimated cost of which is $3,405.00 per annum—(during period that this Agreement remains in force.)
1913. Nov. 15	Perley W. Mutch and wife.	"	Sale of lot No. 48, Tp. of Southport, Queens Co., P.E.I.	Gov't. purposes	6·4 acres	$ cts. 1,920 00
Dec. 31	James Skinner et al	"	Release for all claims and demands in connection with right of way over property at Skinner's Cove, N.S.	" "		620 00
1915. Aug. 21	Can. Pac. R'y. Co.	"	Easement Agreement granting privilege of right of way upon lands adjoining on south of immigration building—(same being a portion of Meade st., Parish of St. John, Winnipeg, Man.).	Immig.-B'ld'g. site		1 00
1916. Aug. 21	Can. Pac. R'y. Co	"	Easement Agreement granting privilege of right of way upon lands adjoining on south of immigration building (same being a portion of Meade st., Parish of St. John, Winnipeg, Man.).	Immig. B'ld'g. site		1 00
1917. Oct. 25	Notice of Abandonment		Abandonment of land, same being portion of lot No. 104, St. Andrews Parish, Man.		0·89 acre	
Dec. 1	Can. Pac. R'y. Co	His Majesty	Permission to construct railway siding to connect Military Hospital premises with C.P.R. at Ste. Anne de Bellevue, Que.	Militia and Defence		$62.75 per annum during period this Agreement remains in force.

1918. Jan. 25	Dme Aurore Duclos and vir.	His Majesty	Release for all claims, etc., for damages caused by flooding of part of lot No. 36, R. III, Tp. of Guigues, Timiskaming, Que.	Timiskaming reservoir dam.	52·71 acres	250 00
Mar. 6	The Trust & Loan Co. of Canada.	"	Deed of consent *re* parts of lots Nos. 2 and 3, R. IV, Tp. of Duhamel, Timiskaming, Que.	Timiskaming reservoir dam.		
" 6	The Trust & Loan Co. of Canada.	"	Deed of consent *re* parts of lots Nos. 54 and 55, R. I, Tp. of Duhamel, Timiskaming, Que.	Timiskaming reservoir dam.		
" 8	Davie Shipbuilding & Repairing Co., Ltd., (successors to Geo. T. Davie & Sons.)	"	Promise of sale *re* parcel of land forming part of lot No. 5.	....	65,840 sq. ft. eng. meas.	
			and of parcel of land forming part of lot No. 4.	....	42,252 sq. ft. eng. meas.	
			also parcel of land No. 5, forming part of lot No. 4, Village of Lauzon (West part), Que.	....	27,934 sq. ft. eng. meas.	
" 11	Notice of Expropriation	....	Expropriation of parcel of land forming parts of lot No. 14, of parts of St. J. Bte. and St. Thomas sts. of subdivision lots No. 6 and being numbered 6-1, 6-2, 6-3, 6-3, 6-6, 6-7, 6-8, 6-9, 6-10, 6-21, 6-20, 6-19, 6-18, 6-17, 6-16, 6-22, 6-23, 6-24, 6-25, 6-26, 6-27, and parts of 6-5, 6-11, 6-15 and 6-28 of Official Cadastral Plan, etc., Village of Lauzon, Que.	....	....	
" 13	" "	....	Expropriation of land and premises being portion of Sect. 56, Parry Bay, Metchosin Dist., Vancouver island, B.C.	Champlain dry dock.... Quar. station at William Head.	....	
" 21	La municipalite de la Paroisse de St. Edouard de Fabre.	His Majesty	Release for all claims for damages caused to lots Nos. 32, 33, 34 and part of lot No. 44, Tp. of St. Edouard de Fabre, Pontiac Co., Que.	Timiskaming reservoir dam.	....	382 74

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918. to March 31, 1919.

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
1918 April 1	Alexander Macdonald	His Majesty	Lease of rooms Nos. 8 to 13, both inclusive, in "K.W.C." Block, cor. Ward and Baker Sts., Nelson, B.C.	Dist. Engr. P. Works Dept.	1 year from 1st April, 1918.	$35 p. month.
" 1	McCallum Hill Buildings, Ltd.	"	Lease of 1,000 sq. ft. of building, 1874 Scarth St., Regina, Sask.	Inland Revenue Dept.	2 years from date of occupation.	$1,200 p. ann.
" 1	Canadian Pacific Railway Co.	"	Lease of office on ground floor of "Canadian Pacific Railway Co. Building," Montreal, Que.	Militia and Defence	1 year from 1st April, 1918.	$840 p. annum.
" 3	St. George's Society	"	Lease of "St. George's Home" 5 Mansfield St., Montreal, Que.	" "	1 year from 1st March, 1918.	$3,600 p. ann.
" 4	The Canadian City and Town Properties.	"	Lease of 2,000 sq. ft. on ground floor of "York Building", Nos. 215 and 217, cor. of 2nd Ave. and 23rd St., Saskatoon, Sask.	Customs and E'x'g. Warehouse.	1 year from 5th June, 1918.	$1,400 p. ann.
" 10	E. J. Dignum	"	Lease of premises No. 141 Isabella St., Toronto, Ont.	Nurses' Home	3 years from 1st May, 1918.	$1,500 p. ann.
" 12	Women's Branch of the Civil S. Association.	"	Lease of top flat of "Scottish Rite Building," Sparks St., Ottawa, Ont.	Government offices	3 years from 1st May, 1918.	$600 p. annum.
" 15	The Bank of Toronto	"	Lease of part of building, No. 365 Richmond St., London, Ont.	"	1 year from 15th April, 1918.	$57 35 p. m.
" 16	"	"	Lease of rooms Nos. 1, 2, 3 and 4 with vault accomodation on 2nd flat of building, n.e. cor. of King and Brock Sts., Kingston, Ont.	Militia and Defence	6 months from 1st May, 1918.	$37 50 p. m.
" 18	R. T. Elliott, H. A. MacLean, H. H. Shandley, H. M. Fullerton, and Thos. M. McPherson.	"	Lease of premises in "Central Building,"n.w. cor. of Broad and View Sts., Victoria, B.C.	Militia and Defence	3 yrs. from 18th April, 1918.	$7,200 p. ann.
" 18	The Ashbury College Co., Ltd.	"	Lease of building No. 140 Argyle Ave., Ottawa, Ont.	House of Commons restaurant.	1 year from 1st March, 1918.	$2,000 p. ann.
" 18	R. L. and R. Blackburn	"	Lease of stores Nos. 49 and 51 and 1st floor over store No. 51 Bank st., Ottawa, Ont.	Various branches of Federal Government.	1 year from 1st May, 1918.	$100 p. m.
" 18	Moir's Limited	"	Lease of "Moir's stable property" between Almon and Edinburgh sts., (Willow Park), Halifax, N.S.	Militia and Defence	From 17th May, 1917 and as long as required.	$40 p. month.
" 22	A. Mackenzie	"	Lease of room No. 7 in "Central Building," Calgary, Alta.	Government purposes	From month to month.	$15 p. month.
" 22	Eastern Trust Company	"	Lease of three rooms and small office on 1st floor of building, No. 84 Hollis st., Halifax, N.S.	Insp. of Taxation and stenographer.	1 year from 1st May, 1918.	$750 p. ann.

	2........	Edward Blake Thompson	His Majesty....	Lease of premises Nos. 213 and 219, northerly side of Queen st., Kingston, Ont.	Military hospital........	1 year from 1st May, 1918.	$600 p. annum.
"	24........	Imperial Realty Co., Ltd.	"	Lease of office on east side of ground floor of "Canadian Building" Nos. 12 and 14 Slater st., Ottawa, Ont.	Federal Administration of Dom. of Can.	From date of occupation to 1st May, 1923.	$186.19 p. ann.
"	26........	R. T. Elliott, H. A. MacLean, H. H. Shandley, H. M. Fullerton and Thos. S. MacPherson.	"	Rental of six rooms on 4th floor of "Central Building", Victoria, B.C.	Militia Hospital Board.	From date of occupation.	$10 each p. m. (monthly tenancy).
"	29........	Dominion Fish and Fruit Ltd.	"	Lease of ground floor of "Dominion Building," St. Peter st., Quebec, Que.	Postal Station "B".....	1 year from 1st May, 1918.	$3,000 p. ann.
"	30........	La Cie d'Assurance sur la vie "La Sauvegarde".	"	Lease of office in "La Sauvegarde Building" s.e. cor. of Notre Dame and St. Vincent sts., Montreal, Que.	Naval Service Dept.....	From 1st May, 18 to 30th April, 1919.	$500 p. annum.
"	30........	Nova Scotia Trust Co. Ltd.	"	Lease of 425 sq. ft. on 2nd floor of "Board of Trade" building, Calgary, Alta.	Insp. of Weights and Measures.	1 year from 30th April, 1918.	$361.25 p. ann.
	1........	Corporation of the City of Toronto.	"	Lease of entire building known as "No. 700" Wellington st west, Toronto, Ont.	Militia and Defence.....	From month to month from 1st May, 1918.	$75 p. month, (monthly tenancy).
"	1........	Miss Mary E. Major......	"	Lease of two rooms on ground floor of brick building No. 103 Prince William st., St. St. John, N.B.	Officer in charge of Forestry and Railway construction.	1 year from 1st May, 1918.	$240 p. annum.
"	2........	Ottawa Building Co. Ltd.	" ...	Lease of "Nagle Building" Nos. 98-100, south side of Wellington st., Ottawa, Ont.	Forestry and Railway Construction, Militia and Defence.	1 year from 1st May, 1918.	$2,500 p. ann.
"	3........	Fred. W. Scott...........	"	Lease of suites Nos. 302 and 303, in "Scott Block," Main st., Winnipeg, Man.	Chief Insp. of Dominion Lands.	2 years from 1st April, 1918.	$960 p. ann.
"	3........	Dominion Life Assurance Company.	"	Lease of 1,800 sq. ft. on 5th floor of building, Regina, Sask.	War Tax Inspector......	1 year from 1st May, 1918.	$1,800 p. ann.
"	3........	J. O. Giroux.............	"	Lease of parts of large room in building on lot No. 1, Block C.R.L. 29 Grouard, Alta.	Immigration purposes...	12 months from 1st June, 1918.	$20 p. month.
"	6........	L'Auditorium de Quebec Ltee.	" ...	Lease of 2nd, 3rd and 4th stories of L'Auditorium Annex," Quebec, Que.	Military service branch	3 years from 1st June, 1918.	$5,100 p. ann.
"	6........	John Chas. Brennan.......	"	Lease of several rooms on 1st, 2nd, 3rd and 4th floors in "Trafalgar building", Ottawa, Ont.	Various branches of Federal Government..	3 years from 1st May, 1918.	$16,680.60 p. ann.
"	7........	His Majesty.............	Foley Bros., Welch, Stewart and Fauquier.	Lease of Dredge "Restigouche"............	....	Minimum period 4 months.	$250 p. week.
"	8........	The Trust and Loan Co. of Canada.	His Majesty....	Lease of 2,000 sq. ft. in building on Portage ave. East, Winnipeg, Man.	Inspector of Taxation....	2 years from date of occupation.	$1,500 p. ann.
"	11........	Concrete Construction Ltd	"	Lease of a complete cement gun plant........	In connection with restoration of Parliament Buildings.	....	$35 p. day.
"	13........	The Community of the Sisters of Charity of the General Hospital of Montreal.	"	Lease of messuage and premises No. 23 Jeanne Mance st., Montreal, Que.	Militia and Defence.....	1 year from 1st May, 1918.	$1,800 p. ann.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For What Purpose.	Duration of Lease.	Rental.
1918 May 13	Northern Investment Agency, Ltd.	His Majesty	Lease of rooms Nos. 609-610 on 6th floor of "Agency Building," Jasper ave., Edmonton, Alta.	Inspector of Fisheries, Naval Service.	From month to month from 1st June, 1918.	$20 p. month.
" 13	The World Newspaper Co. of Toronto, Limited.	"	Lease of 5,000 sq. ft. on 3rd floor of "World Building" No. 40 West Richmond st., Toronto, Ont.	Militia and Defence	From 30th May, 1918 for and during term of duration of present war and one year thereafter.	$4,250 p. ann.
" 15	Mrs. Loretta Ann Osment	"	Lease of the whole of 2nd floor of two storey building, Main st., and 650 sq. ft. on 1st floor adjoining building, Indian Head, Sask.	Forestry branch, Int. Dept.	1 year from 1st Sept., 1918.	$43 per m.
" 15	Northern Investment Co., Ltd.	"	Lease of rooms Nos. 609-610 on 6th floor of "Agency Building," Jasper ave., Edmonton, Alta.	Naval Service	From month to month from 1st June, 1918.	$20 p. month.
" 16	The Bank of Toronto	"	Lease of room on upper floor of Bank building, n.w. cor. of Queen st. and Logan ave., Toronto, Ont.	Gas and Electricity Inspector.	1 year from 1st May, 1918.	$180 p. ann.
" 16	Mrs. Edith Marion Shorey (widow of late F. H. P. Buchanan).	"	Lease of office room on 2nd floor of civic No. 394, Victoria ave., Westmount, P.Q.	Inland Revenue Dept.	1 year from 1st May, 1918.	$192 p. ann.
" 20	Henry W. Frink (agent Atty for E. H. Turnbull)	"	Lease of ground floor and basement, etc., in building No. 160 Prince William st., St. St. John, N.B.	Militia and Defence	1 year from 20th May, 1918.	$350 p. ann.
" 20	M. Robt. McQuarrie and Hugh W. Robertson	"	Lease of two rooms in "Aberdeen Block," Nelson, B.C.	Inspector of Taxation	From month to month, from 4th April, 1918	$18 p. month, (monthly tenancy).
" 21	Capital Storage Co. Ltd	"	Lease of whole of building and annex thereto on s.w. cor. of Emmett and Lewis sts., Ottawa, Ont.	General medical service, Militia and Defence.	5 years from 1st May, 1918.	$5,488 p. ann.
" 21	Jas. M. Harper and Alex. S. McArthur.	"	Lease of premises in "McArthur Block" on n.e. cor. of Hastings and Main sts., Vancouver, B.C.	Several depts. of Federal Government.	3 years from date of occupation.	$7,200 p. ann.
" 22	R. L. and R. Blackburn	"	Lease of Motor building (except basement), Spark st., Ottawa, Ont.	Interior Department	5 yrs. from date of occupation.	$14,193 p. ann.
" 24	The Board of Education for City of Toronto.	"	Lease of "Old Park School Building," Toronto, Ont.	Militia and Defence	From 24th May, 1918 to end of war.	No charge.

May	29	Eastern Trust Company	His Majesty	Lease of 216 sq. ft. on 3rd floor of "McCurdy Building," Halifax, N.S.	Inspector of Fisheries	1 year from 1st Aug., 1918.	$200 p. ann.
"	30	The Merchants Bank of Canada.	"	Lease of messuage in building, Perth, Ont.	Inland Revenue Dept.	3 months from 1st June, 1918.	$310 p. ann, (renewable)
"	30	Canada Cloak Company,	"	Lease of 4th floor of building Nos. 63 to 71 (both incl.) Wellington st. west, Toronto, Ont.	Medical stores for Militia and Defence.	From 1st May, 1918 to conclusion of war and 1 year thereafter.	$3,850 p. ann.
"	31	Alice M. Rogers	"	Lease of store on ground floor of premises No. 192 Ontario st., Kingston, Ont.	Immigration Office	1 year from 31st May, 1918.	$80 p. annum.
June	1	The Farmers' Advocate	"	Lease of 236 sq. ft. on 2nd floor of Langside st. section of building, cor. of Notre Dame and Langside sts., Winnipeg, Man.	Inland Revenue	5 years from 1st June, 1918.	$900 p. ann.
"	1	The Calgary Paint Glass Co., Limited.	"	Lease of one 6 storey building on lots Nos. 19 and 20, Block 66, Calgary, Alta.	Militia and Defence	3 years from 8th July, 1918.	$8,400 p. ann.
"	1	Corporation of City of Toronto.	"	Lease of 5 pens in City cattle market, Wellington st., west, Toronto, Ont.	"	6 months from 1st June, 1918.	$60 p. month.
"	4	Rev. P. D. Labreche, P.P.	"	Lease of Catholic school near C.P.R. station, St. Johns, Que.	"	1 month from 1st May, 1918 and thereafter from month to month.	$100 p. month.
"	5	Laurentian Club	"	Lease of "Old Laurentian Club Building," Ottawa, Ont.	Dairy Commissioner's staff (D. of Agr.)	3 years from 1st June, 1918.	$2,750 p. ann.
"	5	Alexander Mullin	"	Lease of premises s.w. cor. of Bloor and Markham sts., Toronto, Ont.	Postal station "E"	1 year from 1st Aug., 1918.	$1,440 p. ann.
"	6	Lorence Victor Kerr	"	Lease of part of "The Ryan Garage" on Albert st., Regina, Sask.	Militia and Defence	10 months from 1st April, 1918	$95 p. month.
"	7	The Protestant Board of School Commission of Montreal.	"	Lease of premises fronting on Peel and Metcalfe sts., Montreal, Que.	"	From 15th Jan., 1916 until end of 3 months after conclusion of war.	$750 p. month.
"	7	Webster & Sons Limited	"	Lease of a right of way from lane at side of Lemieux building, St. Peter to Dalhousie sts., Quebec, Que.	"	1 year from 1st May, 1918 and thereafter from year to year.	$250 p. ann.
"	14	J. O'Brien Auto Co. Registered.	"	Lease of ground and 1st floors in building, cor. St. Augustine Hill and St. Patrick sts., Quebec, Que.	"	1 year from 1st April, 1918.	$75 p. month.
"	17	"McCallum Hill Building" Limited.	"	Lease of room No. 809 in building No. 1874, Scarth st., Regina, Sask.	Soldiers' Settlement Board.	2 years from 21st March, 1918.	$480 p. ann.
"	18	The Imperial Canadian Trust Co.	"	Lease of rooms Nos. 705 and 706 on 7th floor of "Great West Permanent Loan Building" No. 356 Main st., Winnipeg, Man.	Militia and Defence	1 year from 1st April, 1918.	$277.20 p. ann.
"	18	St. John's Amateur Athletic Association.	"	Lease of "Curling Rink", St. Johns, Que.	"	1 year from 1st May, 1918.	$300 p. ann.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
1918 June 19	Harry A. Knight	His Majesty	Lease of premises on lots Nos. 1 to 8, both inclusive, Block 195, Regina, Sask.	"	1 year from 1st Oct., 1918.	$2,780 p. ann.
" 20	Geo. Phaesey and C. C. Batson.	"	Lease of 2 stores on ground floor of "Alexandra Block," Howard ave., Edmonton, Alta.	Dominion Lands Office.	1 year from 1st July, 1918.	$360 p. month, (renewable)
" 21	Jarvis Verner McLellan	"	Lease of one room in "Stockton Building," No. 94 Prince William st., St. John, N.B.	Assistant Director of Medical Service, (M. and D.)	1 year from date of occupation.	$100 p. ann.
" 24	His Majesty	The Halifax Shipyards, Limited.	Lease of land and land covered by water with plant machinery, etc., Richmond, Halifax, N.S.	Area, 7·5 acres	1 year from 24th June, 1918.	$62,500 p. ann.
" 24	Northern Electric Co., Ltd.	His Majesty	Lease of factory building, n.e. cor. of Guy and St. James sts. and yard with buildings., n.w. cor. of said sts., Montreal, Que.	Militia and Defence	1 yr. from 1st June, 1917.	$535 p. month, (monthly).
" 25	Hiram Robinson	"	Lease of whole "Robinson Building," s. side of Queen st., Ottawa, Ont., except one store and basement under said store.	Any branch of government service.	1 year from 1st Sept., 1918.	$15,200 p. ann., (renewable)
" 27	The Governors of the University of Toronto.	"	Lease of portion of grounds on north side of Hoskin ave., Toronto, Ont.	Gardening purposes, (M. and D.)	1 year from 15th May, 1918.	$18 p. ann, (renewable)
1	Montreal Trust Company.	"	Lease of 4,008 sq. ft. and 2nd floor and lavatory and hall in building No. 121 Hollis st., Halifax, N.S.	Registrar (Military Service Act).	From date of occupation to 1st May, 1919.	$100 p. month.
" 1	The Bank of Nova Scotia	"	Lease of room No. 31 in Bank building, s.w. cor. of St. Paul and St. James sts., St. Catharines, Ont.	Inspector of Taxation	1 year from 1st July, 1918.	$300 p. annum.
" 1	Notre Dame Investment Company.	"	Lease of portion of 5th floor of Notre Dame Investment building, Winnipeg, Man.	Government offices	From 1st Aug., 1918.	$116.66 p. m., monthly.
" 1	Board of Management of Manitoba College.	"	Lease of "Manitoba College property," Winnipeg, Man.	Vocational Branch of S.C. Re.-Est.	From 1st Aug., 1918 and as long as required.	6,000 p. ann.
" 2	John Jack	"	Lease of brick house and grounds, Little River Road, Quebec, Que.	Immg. Medical Supt.	3 years from 1st May, 1918.	$600 p. annum, (renewable.)
" 2	William McWilliams, Inc.	"	Lease of 1,122 sq. ft. of ground floor of building cor. of D'Auteuil and Elgin sts., Quebec, Que.	Supt. of Dom. Arsenal	1 year from date of occupation	$600 p. annum.
" 3	His Majesty	Grand Trunk Railway Co. of Canada.	Lease of Esplanada and Dock on w. side of Sydenham River, Owen Sound, Ont.		21 years from 25th Sept., 1917.	$1 per annum.
" 4	Hope Realty Limited	His Majesty	Lease of rooms Nos. 601 to 605, both inclusive and room No. 612 in building No. 63 Sparks st., Ottawa, Ont.	Director of information.	From month to month, from 21st May, 1918	$78 p. month, (monthly).

July	5	Alexander Calder	His Majesty	Lease of rooms Nos. 3, 4 and 5 on 1st floor of "Calder Block," No. 663 Main st., Winnipeg, Man.	Militia and Defence	From month to month, from 1st July, 1918.	$40 p. month.
"	8	His Majesty	Canadian Pacific Railway Company.	Lease of portion of "Beacon Bar Flats" and a part of block of land s.e. of Protection st., St. John, N.B.		5 years from 1st July, 1918.	$1 p. annum, (renewable)
"	10	A. S. Ewing (Agent for Est. of late L. C. Whiteford).	His Majesty	Lease of premises No. 144, Drummond st., Montreal, Que.	Provost Marshall (M. and D.).	From month to month from date of occupation.	$225 p. month.
"	11	Wm. Alfred Bauer	"	Lease of rooms Nos. 509, 510, 511 and 512 and vault on 5th floor of "Pacific Building," cor. of Hastings st. west and Howe st., Vancouver, B.C.	Mines Department	One year from date of occupation.	$65 p. month.
"	11	Hope Realty Limited	"	Lease of rooms Nos. 706, 707 and 708 in building, No. 63 Sparks st., Ottawa, Ont.	Fuel Controller	From month to month from date of occupation.	$40 p. month, (monthly).
"	15	Edwin William Hume	"	Lease of building on lots Nos. 35 and 36, block 25, Calgary, Alta.	Garage for M. and D.	2 years from 1st May, 1918.	$2,375 p. ann.
"	19	City of Ottawa Public School Board.	"	Lease of "Waller st. School Building," Ottawa, Ont.	Naval Dept.	2 years from 29th June 1918.	$1,500 p. ann., (renewable)
"	19	La Banque Nationale	"	Lease of basement, ground floor, 1st, 2nd and 3rd floors and attic in "Lemieux Building," No. 80, St. Peter st., Quebec, Que.	Militia and Defence	1 year from 1st May, 1918 and thereafter from year to year.	$3,499.92 per annum.
"	23	W. G. Edge, Limited	"	Lease of lot, fronting on Queen and Albert sts., Ottawa, Ont.	Storing of materials	From date of occupation to 19th May, 1919.	$1 whole period.
"	24	Andrew McMillan and Wm Costain.	"	Lease of ground floor of building on lots Nos. 5 and 6, block 7, Main st., Toronto East, Ont.	Postal Station "H"	1 year from 1st Oct., 1918.	$75 per m.
"	25	La Banque Nationale	"	Lease of room No. 27 on 2nd floor of building	Naval Dept.	Month to month	$81 p. month.
Aug.	1	The Bank of Nova Scotia	"	Lease of messuage known as "No. 35 to 37, both incl., King, st. west, Toronto, Ont.	Temporary Quarters for Ass't. Rec. Gen'l.	9 months from 1st Aug., 1918.	$833.33 p. m.
"	1	Island Land Company, Ltd.	"	Lease of rooms Nos. 409 and 410 on 4th storey, "Drummond Building," n.w. cor. of Peel and St. Catherine sts. west, Montreal, Que.	Soldiers' Settlement Board.	From 1st Aug., 1918 to 31st Oct., 1918.	$900 p. ann.
"	1	Chas. M. Parker	"	Lease of 1st and 2nd floors of building on s.w. cor. of King & Market sts, Kingston, Ont.	Ass't. Provost Marshall (M. and D.).	1 year from date of occupation.	$360 p. ann.
"	2	Elgin Realty Co., Ltd	"	Lease of 403 sq. ft. and ground floor and 1st floor and 301 sq. ft. on 2nd floor, the whole of 3rd floor and whole of basement in "Elgin Building Annex," Ottawa, Ont.	Several Depts., of Federal Administration	From date of occupation to 31st Jan., 1923.	$3,101.28 per annum.
"	2	"	"	Lease of 2nd floor of three dwellings in "Elgin Building Annex," Elgin st., Ottawa, Ont.	Customs and Inland Revenue.	From date of occupation to 31st Jan., 1923.	$1,322.64 per annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919—*Continued.*

Date of Lease.	Lessors.	Lessees.	Descriptuon of Property.	For what Purpose.	Duration of Lease.	Rental.
1918. Aug. 2	Elgin Realty Co., Ltd.	His Majesty	Lease of ground floor of three dwellings adjoining the Elgin Building Annex, Elgin st., Ottawa, Ont.	Customs Dept.	From date of occupation to 31st Jan., 1923.	$2,570 p. ann.
" 5	Wilson Bros.	"	Lease of premises in building, n.w. cor. of 3rd avenue and 22nd st., Saskatoon, Sask.	Dominion Lands Office.	1 year from 1st Oct., 1918.	$200 per m.
" 8	Jacob A. Jacobs	"	Lease of space in "Royal Exchange Building", Prospect ave., Cobalt, Ont.	Post Office	5 years from 30 Jan., 1918.	$2,000.
" 8	C. Jackson Booth	"	Agreement covering easement for projection on Langevin Block, Ottawa, Ont.		2 years from 1st Oct., 1918.	$5 per annum.
" 10	The Toronto General Trusts Corporation.	"	Lease of 11 rooms and vault on 2nd floor of building, cor. of Sparks and Elgin sts., Ottawa, Ont.	Postal Censorship Staff.	From date of occupation to end of present war.	$3,439.80 per annum.
" 10	His Majesty	The Maritime Wrecking and Salvage Co., Ltd.	Hiring of Tug "Hercules"		9 months, from day tug is taken over at Collingwood, Ont.	$51.90 p. day, during open navigation and $35 per day during closed navigation on Great Lake
" 12	Robt. Lennox Blackburn	His Majesty	Lease of whole of 4th, 5th and 7th floors in "Plaza Building," cor. of Sussex and Rideau sts., Ottawa, Ont.	Militia and Defence	2 years from 1st July, 1918.	$9,267.50 per annum.
" 15	Fred. W. Scott	"	Lease of 370 sq. ft. in "Scott Block," Main st., Winnipeg, Man.	Insp. of Dom. Lands	From date of occupation to 1st April, 1920.	$360 p. annum.
" 20	Edward-Cave-Brown-Cave.	"	Lease of 3rd floor of "Cave Building," No. 567 Hornby st., Vancouver, B.C.	Storage of Russian parcels.	1 year from 19th July, 1918.	$600 p. annum.
" 26	The Imperial Canadian Trust Co.	"	Lease of suites Nos. 512 and 513 in building, cor. of 21st street and 1st ave., Saskatoon, Sask.	Supt. of Railway Mail Service.	1 year from 1st Nov., 1918.	$885 p. annum.
" 27	Gudni Thornsteinsson	"	Lease of frame building, Village of Gimli, Man.	Post Office	1 year from date of occupation	$240 p. annum.
" 27	His Majesty	Armstrong Independent Fisheries Limited.	Hiring of Tug "Mossy River," Winnipegosis, Man.		3 months	$35 per week.
" 30	J. G. Butterworth	His Majesty	Lease of rooms Nos. 35, 36, 31, 28, 3, 11, 5, 12, and 27 with 3,826 sq. ft. on 2nd floor of building, cor. of Bank and Albert sts., Ottawa, Ont.	War Trade Board	1 year from 1st Aug., 1918.	$4,284.15 per annum.

Sept.	1	Trustees of Toronto Gen'l. Hospital.	His Majesty	Lease of "Old Hospital Block," Gerrard st., Toronto, Ont.	Militia and Defence	7 years from 1st May, 1917.	$10,000 p. ann.
"	1	Bathurst Lumber Co., Ltd	"	Lease of office room in building, Bathurst, N.B.	Assistant Provost Marshall.	From month to month, from 1st Sept., 1918.	$10 per month, (monthly).
"	1	W. A. Mitchell	"	Lease of ground floor of store property, No. 71 King st., west, and basement of same, Toronto, Ont.	Soldiers' Aid Commission.	From month to month, 1st Sept., 1917.	$75 p. month, (monthly).
"	7	The Imperial Canadian Trust Co.	"	Lease of suite No. 212, cor. of 21st st., and 1st ave., Saskatoon, Sask.	Inland Revenue Dept.	1 year from 1st Nov., 1918.	$486 p. annum.
"	10	Sydney Publishing Co., Ltd.	"	Lease of rooms 4a and 3 in "Post Building," Dorchester st., Sydney, N.S.	Insp. of Fisheries	1 year from 1st Oct., 1918.	$360 p. annum.
"	10	W. McPherson	"	Lease of large room over garage, No. 176 King st., Fredericton, N.B.	Invalided Soldiers' Commission.	Month to month from date of occupation.	$5 per month.
"	12	The Canada Life Assurance Co.	"	Lease of rooms Nos. 13 and 14 on 1st floor of "Canada Life Building," Ottawa, Ont.	Chief Medical Officer, Interior Dept.	1 year from 10th November, 1918.	$480 p. annum.
"	12	The Canada Life Assurance Co.	"	Lease of rooms Nos. 43 and 44 and 34 and 35, in Co's. building, Ottawa, Ont.	Fuel Controller	Month to month from 1st Sept., 1918.	$73.14 p. m. (monthly).
"	12	Patrick Labelle	"	Lease of three stores and whole of 1st, 2nd and 4,800 sup. ft. of basement in building, cor. of Dalhousie and York sts., Ottawa, Ont.	Pub. Ptg. and Stationery	2nd Jan., 1919, to 2nd Feb., 1921	$11,500 p. ann.
"	12	"	"	Lease of garage building, York st., Ottawa, Ont.	Pub. Ptg. and Stationery	2nd Jan., 1919, to 2nd Feb., 1921	$2,448 p. ann.
"	12	Miss Emma Hartt and Alice Hartt.	"	Lease of entire ground floor in building on lot between St. Francois' Road and Canada Road, Edmundston, N.B.	Post-office	3 years from 1st June, 1918.	$560 per ann.
"	16	The Royal Bank of Can.	"	Lease of 1,600 sq. ft. on ground floor and sq. ft. of basement of building, corner 456 Dalhousie and York sts., Ottawa, Ont.	Printing Bureau and Stationery Branch.	2nd Jan., 1919, to 2nd Feb., 1921	$1,321.60 per annum.
"	17	Mututal Life Assurance Co.	"	Lease of whole of 2nd floor and 6 rooms on 8th floor of "Dominion Trust Building," Vancouver, B.C.	Head office of "J" Unit, S.C.R.	1 year from 1st July, 1918.	$280 p. month.
"	18	J. E. Burchell Co., Ltd.	"	Lease of two rooms on 2nd floor of building, Nos. 205 and 209 Charlotte st., Sydney, N.S.	Officer commanding R. C. Artillery.	1 year from 1st Aug., 1918.	$130 p. month.
"	18	Chas. Wm. Mitchell	"	Lease of store No. 430 in "Donalda Building," and basement thereunder, cor Rideau and Chapel sts., Ottawa, Ont.	Fleming Military Hospital.	Month to month from date of occupation.	$40 per month.
"	19	William McWilliams, Icn.	"	Lease of 1,123 sq. ft. on ground floor of build- cor. D'Auteuil and Elgin sts., Quebec, Que.	Supt. of Dom. Arsenal, (M. and D.).	1 year from date of occupation.	$600 p. annum.
"	20	Robt. Cadogan Thomas	"	Lease of rooms 28, 29, 30 and 31 and storeroom in basement of "Thomas Block," Calgary, Alta.,	Forestry Dept.	Month to month from 1st Sept., 1918.	$130 p. month.
				and room No. 27 in same building	Dist. Insp. Forest Res.	"	$35 p. month.
				and store 712 on 2nd st. west, Calgary, Alta.	Insp. of Gas. and Electricity.	"	$50 p. month.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919. *Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
1918. Sept. 20	Robt. N. Slater and Esther A. Sherwood.	His Majesty	Lease of "Wright Building," on Wellington st., Ottawa, Ont.	Finance Department	From month to month from date of occupation.	$150 p. month, (monthly).
" 25	McCallum Hill Building, Co., Ltd.	"	Lease of room No. 912 in "McCallum Hill Building," Regina, Sask.	Dental office, Invalided Soldiers' Commission.	1 year from 1st Sept., 1918.	$40 p. month.
" 25	Kenneth A. McLeod	"	Lease of rooms Nos. 614, 615 and 616 in "McLeod Block," Edmonton, Alta.	Soldiers' Civil Re-Est.	1 year from 1st Sept., 1918.	$960 p. ann., (renewable)
" 26	Catherine Williams	"	Lease of two furnished rooms in building No. 89 Davisville ave., Toronto, Ont.	Nursing sisters A.M.C.	Month to month from date of occupation.	$35 p. month, (monthly).
" 27	A. Belanger, Limited	"	Lease of building near Intercolonial Railway station, Montmagny, Que.	Public Works Dept., (storing machinery, tools, etc.).	1 year from 1st Nov., 1918.	$50 per year.
" 27	The Imperial Canadian Trust Co.	"	Lease of rooms 708 and 709 in "Great West Permanent Loan Building,'" 356 Main st., Winnipeg, Man.	Ass't. Judge Advocate Gen'l. Dist. Officers, etc.	Month to month from 15th Sept., 1918.	$70.50 p. m., (monthly).
" 28	Royal Bank of Canada	"	Lease of 1,132 sq. ft. in brick building, cor. Queen and Carleton sts., Fredericton, N.B.	Ass't. Dir. of Invalided Soldiers' Commission.	1 year from date of occupation.	$1,000 p. ann.
" 28	The Canadian Northern Railway Co.	"	Permission to string wires on pole of Railway Company from point near Humboldt to point near Warman on main line.		1 year from date of agreement and thereafter from year to year.	$5 per annum for each mile of wire strung.
" 30	The estate of L. C. Whiteford.	"	Lease of building No. 144 Drummond st., Montreal, Que.	Provost Marshal, M. and D.	Month to month from 18th June 1918.	$225 p. month, (monthly tenancy).
" 30	McCallum Hill Building, Ltd.	"	Lease of rooms Nos. 713 and 714 in McCallum Hill Building," Searth st., Regina, Sask.	S. Settlement Board	1 year from 1st Oct., 1918.	$1,020 p. ann.
" 30	James Richardson & Sons, Ltd.	"	Lease of 2 top flats of building, s.e. corner of intersection of King and William sts., Kingston, Ont.	Dist. Paymaster, M. and D.	1 year from 17th May, 1918.	$1,800 p. ann.
" 30	Dominion Life Assurance Co.	"	Lease of 5,000 sq. ft. on 4th floor of "Westman Chambers," Regina, Sask.	S. Settlement Board	From 1st Sept., 1918 to 1st Sept., 1919.	$300 p. month.
" 30	Herbert Hale Williams	"	Lease of "Old Bishop Strachan School," Toronto, Ont.	Central Military Convalescent Hospital.	3 years from 21st Oct., 1917.	$1 p. annum.
Oct. 1	R. H. Toye & Co.	"	Lease of 1st and 2nd floors of "Toye Bakery," Kingston, Ont.	Militia and Defence	6 months from date of occupation and from month to month thereafter.	$30 p. month.

Oct.	1	The Corporation of City of London and The Western Fair Association.	His Majesty	Lease of building and land in Queen's Park, London, Ont.	"	9 months from 1st Sept., 1918	$1 for whole period.
"	2	Ottawa Building Co., Ltd	"	Lease of whole building n.e. cor. of Metcalfe and Slater sts., Ottawa, Ont.	Any branch of Federal Government.	3 years from 1st May, 1918.	$4,000 p. ann.
"	4	Eva C. Carling	"	Lease of 9 rooms in building, Rideau st., Ottawa. Ont.	Air Service staff	From 18th Sept. 1918, to end of present war and 6 months thereafter.	$1,468.60 per annum.
"	5	J. T. and H. Hutson	"	Lease of brick house, No. 6, St. Andrews' Gardens, Toronto, Ont.	Nursing Sisters, St. Andrews' Hospital.	1 year from 1st Oct., 1918.	$1,200 per ann.
"	7	The Canada Life Assurance Company.	"	Lease of room No. 24 in "Canada Life Building," Regina, Sask.	Canada Food Board	1 year from 4th Sept., 1918.	$480 per ann.
"	8	Calgary Paint and Glass Co., Ltd.	"	Lease of one frame building on lots 17 and 18, block 66, sec. 16, Calgary, Alta.	Ordnance Depot	From 1st Nov., 1918, to 1st June, 1921.	$100 p. month, (renewable)
"	15	J. Douglas McLean	"	Lease of 2,930 sq. ft. of ground floor and 1,500 sq. ft. of basement in "White Block," cor. of White ave. and 107 st., Edmonton, Alta.	Invalided Soldiers' Commission.	1 year from date of occupation.	$1,620 p. ann.
"	15	The Canada Life Assurance Co.	"	Lease of rooms Nos. 34, 35, 43 and 44 in "Canada Life Building," Ottawa, Ont.	Fuel Controller	1 year from 1st July, 1918.	$73.14 p. m.
"	15	The Eastern Trust Co.	"	Lease of one room on 1st floor of Co's. building, 184 Hollis st., Halifax, N.S.	Insp. of Taxation	From date of occupation to 1st May, 1919.	$10 p. month, (renewable)
"	15	Beaumont Boggs	"	Lease of ground floor of building, No. 721 Courtnay st., Victoria, B.C.	Stationery stores, (M. and D.).	1 year from date of occupation.	$25 p. month.
"	16	Hoffmeister Bros., Ltd	"	Lease of building No. 1285 Pender st. west, Vancouver, B.C.	Garage for service army corps (M. and D.).	From month to month from Aug. 23, 1918,	$75 p. month. (monthly tenancy).
"	17	His Majesty	Foley Bros., Welch, Stewart and Fauquier.	Agreement *re* hiring of Rockbreaker "Lobnitz" P.W. No. 3.		From date she is taken over at Dartmouth, N.S., until returned to Dartmouth, N.S.	$252 per week.
"	21	C. & O. Weiler	His Majesty	Lease of stable accommodation, Blanchard st., Victoria. B.C.	Can. Mil. Police Corps	From month to month from 21st Oct., 1918	$0.10 p. horse per day.
"	24	Furness, Withy & Co., Ltd.	"	Lease of 3 offices in building No. 75 Upper Water st Halifax, N.S.	Steamship insp. (Dept. of Marine.)	1 yr. fr. 1st Aug. 1918.	$375 p. annum.
"	29	The Board of Education of the City of London.	"	Lease of "Princess ave School Building," London, Ont.	Barrack accommodation.	Duration of present war and 6 mos. thereafter.	no rent.
Nov.	1	Partridge & Sons	"	Lease of 2,408 sq. ft. in building, No. 62 King st. west, Kingston, Ont.	Vocational Branch S.C.R.	1 yr. from date of occupation.	$400 p. annum. (renewable).

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
1918. Nov. 9	Union Bank of Canada	His Majesty	Lease of two rooms, vault and closet on 2nd floor of Union Bank building, Moosomin,	Insp. of Dom. Lands Agencies.	3 yrs. from 26th June '18.	$240 p. annum.
" 12	Elgin Realty Co., Ltd	"	Lease of "Elgin Cottage", No. 61 Albert st. Ottawa, Ont.	Militia and Defense	from date of occupation to 31st Jan. '23.	$1,835.70 per annum.
" 22	Dennis Realty Corporation Ltd.	"	Lease of rooms on 7th, 6th and 5th floors of building cor. of Granville and George sts., Halifax, N.S.	" "	from 1st Oct. '18 to 1st May '20.	$9,500 p. ann.
" 22	Archibald Galbraith	"	Lease of 2 stores on ground floor of building on s. ½ of lot No. 8, block 49, Swift Current,	Dom. Lands—Int. Dept.	1 yr. from 17th Sept. '18.	$120 p. m.
" 26	George E. Popham	"	Lease of 296 sq. ft. on top floor of building Nos 124, 126 and 128 Queen st., Ottawa, Ont.	Dental Service (M.&D.)	from mon. to mon. fr. date of occupation.	$14.88 p. m. (monthly tenancy.)
" 29	J. Bte. Duford	"	Lease of 1st and 2nd floors of building No. 113, Rideau st., Ottawa, Ont.	Canada Food Board	1 yr. from date of occupation.	$7,225 p. ann.
" 29	J. L. Hopwood and Wm. J. Hopwood joint liquidators of Hopwoods, Ltd.	"	Lease of 3 rooms with front and rear entrance on ground floor and lavatory in basement of building No. 366 Water st., Peterborough, Ont.	Weights and Measures (Inland Rev. Dept.)	1 yr. from 1st Jan. '19.	$250 p. ann.
" 29	A. W. McGregor	"	Lease of building on most westerly 70 ft. of lot No. 8, block 195, Ottawa st., Regina, Sask.	Store for small ammunition.	1 yr. from 30th Sept. '18.	$360 p. annum.
" 29	Federal Government	Prov. Gov't. of Quebec.	Emphyteutic lease *re* two dams on Kipawa river and Gordon Creek, Ont.	Kipawa Lake dams	....	$1 p. annum.
" 30	Thos. Culbert	His Majesty	Lease of portion of "Culbert Block" cor. of St. Lawrence and Wellington sts., Merrickville, Ont.	Post office	1 yr. from 1st Jan. '19.	$200 p. ann.
Dec. 1	Henry W. Frink	"	Lease of office on ground floor of building No. 160 Prince William st., St. John, N.B.	S.C. Re-est.	from mon. to mon. from 1st Dec. '18.	$350 p. annum. (renewable.)
" 2	C. W. Lindsay	"	Lease of 4 rooms, etc. in building No. 115 Sparks st., Ottawa, Ont.	Dir. of Public safety	1 yr. from date of occupation.	$748.80 p. ann.
" 3	Alcide Plouffe	"	Lease of 302 sq. ft. of house on lot No. 67, St. Felix de Valois, Que.	Post office	1 yr. from 1st Jan. '19.	$125 p. annum.
" 3	Wm. McConnell	"	Lease of premises on n.e. corner of Princess st. and Grand Trunk ave., Lansdowne, Ont.	"	5 yrs. from 1st Dec. '18.	$150 p. annum.
" 5	Wm. J. Holmes and J. Beaman.	"	Lease of La Salle Hotel, Nairn ave (Elmwood) Winnipeg, Man.	Hospital for M. and D.	from mon. to mon from date of occupation.	$500 p. month. (monthly tenancy.)

"	6	The Presbyterian College of Montreal.	His Majesty	Lease of 85 rooms in "Presbyterian Theological College" McGill University, Montreal, Que.	Military neurological hospital for M. and D.	from mon. to mon. from 1st Oct. '18.	$500 p. month (monthly tenancy.)
"	6	Wilkin and McKinnon	"	Lease of two rooms on3rd floor of "Merchants Bank Building", Jasper Ave, Edmonton, Alta.	Representative of Food Board.	from mon. to mon. fr. date of occupation.	$25 per month (monthly tenancy.)
"	7	R. L. and R. Blackburn	"	Lease of 43,628 sq. ft.in" Union Bank Building", Ottawa, Ont.	Depts. of Federal Gov't.	from 16th July '18 to 1st Jan. '20.	$42,560 p. ann.
"	7	International Business Machine Company, Ltd.	"	Lease of building n.e. corner of Dundas and William sts., Toronto, Ont.	Supply depot (M.and D.)	1 yr. from 2nd Dec. '18.	$3,400 p. ann. (renewable.)
"	13	H. H. Williams & Company.	"	Lease of 1st and 2nd floors of premises, College st., Toronto, Ont.	Vocational Branch, S.C. Re.-est.	1 yr. from 1st Nov. '18.	$55 p. month.
"	16	Canadian Bank of Commerce.	"	Lease of rooms Nos. 2 and 3 and small room in basement of building, Revelstoke, B.C.	Interior Dept.	1 yr. from 16th Dec. '18.	$40 p. month.
"	19	The Ottawa Masonic Temple, Ltd.	"	Lease of 504 sq. ft. of basement and 513 sq. ft. of mezzanine floor of Masonic Temple, Metcalfe st., Ottawa, Ont.	Commission of Conservation.	3 yrs. from 15th Nov. '18.	$6,777.75 per annum.
"	23	Georgina Alice Phillips	"	Lease of room No. 216 in "Coronation Building" corner Ste. Catherine st. west and Bishop st., Montreal, Que.	Ass't. Dir. of Veterinary Service, M. and D.	From 1st Oct. '18 to 30th April '19.	$25 p. month.
"	23	Bawlf Securities, Ltd	"	Lease of 2,274 sq. ft. on 3rd floor of Chamber of Commerce Building, also 206 sq. ft. on 2nd floor of same building, Winnipeg, Man.	Hydrographic survey staff of Int. Dept.	1 yr. from 1st Dec. '18.	$135 p. month.
"	27	His Majesty	Frederick Chas. Dance	Lease of parcel of land, part of lot No. 8, block 3, Shelburne, Ont.	Private enterprise	During pleasure.	$1 p. annum.
"	27	A. K. Munro and H. Stanton.	His Majesty	Lease of 16 rooms in two story frame house, and stable, corner Menzies and Michigan sts., Victoria, B.C.	Hospital for M. and D.	6 mos. from 6th Dec. '18.	$100 p. m.
"	28	Thos. C. W. Riley	"	Lease of building No. 1417 on 7th ave. West, Calgary, Alta.	Nurses' Home	From 1st Nov. '18 to 5th Dec. '21.	$480 p. annum.
	1919.						
Jan.	1	The Collingwood Shipbuilding Co., Ltd.	"	Lease of "Hiram Calvin Property" No. 131, King st. east, Kingston, Ont.	Nurses' Quarters, M. & D.	6 mos. from 1st Jan. '19.	$50 p. month.
"	1	The RoyalTrustCompany and the Military Hospital Commission.	"	Lease of property known as No. 1171 on 3rd ave. north east, Moose Jaw, Sask.	Militia and Defense	2 yrs. from 1st Jan. '18.	$20 p. m. for 1st 12 mos. and 25 per mon. for 2nd 12 months.
"	2	L. E. Prowse	"	Lease of three rooms on 1st floor of "Prowse Block", Grafton st., Charlottetown, P.E.I.	Supt. of DominionBuildings.	1 yr. from 1st Nov. '18.	$150 per ann.
"	4	The Tribune Publishing Co., Ltd.	"	Lease of room No. 410 on 4th floor of building corner of Graham ave. and Smith st., Winnipeg, Man.	Dir. of Publicity and information bureau.	1 yr. from date of occupation.	$800 p. annum.
"	6	Wm. M., Jno. H., and G.W. Birks.	"	Lease of 4 rooms on 7th floor of "Birks" Building, corner of Granville and George sts., Vancouver, B.C.	Supt. of Dom. Dredges.	From month to mon. from 15 Nov. '18.	$75 p. month (monthly tenancy.)

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919.—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what purpose.	Duration of Lease.	Rental.
1918. Jan. 7	Alex. Bartlet Peddie	His Majesty	Lease of 240 sq. ft. of "Davis building", Sandwich st., east, Windsor, Ont.	Vocational Branch S.C. Re.-Est.	1 yr. from date of occupation.	$192 p. annum and $3 per month for Janitor services(renewable.)
" 8	Alexandre Chatelain	"	Lease of w. ½ of 2 story brick building, on portion of lot "D" n. side of King st., L'Orignal, Ont.	Post office	5 yrs. from 1st Jan. '19.	$250 p. ann.
" 10	Scovil Bros, Ltd	"	Lease of ground floor and premises Nos. 101 and 107 Germain st., St. John, N.B.	Dist. Pay Officer (M. & D.)	Month to mon. from date of occupation.	$125 p. m.
" 13	Dom. Savings Loan & Investment Co., agents for The Masonic Temple Co.	"	Lease of room No. 218 on 2nd floor of building n.w. corner of Richmond and King sts., London, Ont.	S.S. Re.-Est.	1 yr. from 13th Jan. '19.	$252 p. ann.
" 13	Langlois & Paradis Ltée.	"	Lease of rooms Nos. 14½ and 15 on 3rd floor of building, St. James St., Quebec, Que.	S. C. Re-Est.	From date of occupation until end of present war and 1 yr. thereafter.	$540 p. ann.
" 13	J. V. McLellan	"	Lease of one room in "Stockton Bldg." No. 94 Prince William St., St. John, N.B.	Asst. Dir. of Medical Services, M. & D.	From 15th Nov 1918, to 21st June, 1919.	$175 p. ann.
" 15	Imperial Canadian Trust Company.	"	Lease of room No. 113 in "Canada building", Saskatoon, Sask.	Ass't. Insp. of Taxation.	1 yr. from 1st Jan. '19.	$228 p. ann.
" 17	The Bank of Montreal	"	Lease of property known as "Craigdarroch" of "Dunsmuir Castle," Victoria, B.C.	Invalided Soldiers' Commission.	1 year from date of occupation.	$1,000 per ann. (renewable).
" 17	Finger Lumber Co., Ltd.	"	Lease of 1,050 sq. ft. of "Kerr Building," Le Pas, Man.	Lands Mining Recorder (Int. Dept.)	1 year from 1st Feb. 1919.	$50 per month.
" 21	Ottawa Investment Co., Ltd.	"	Lease of building Nos. 130-132 Queen st., west, Ottawa, Ont.	S. C. Re-Est.	Month to month from Dec., 1918	$4,888 per ann.
" 22	Commercial Exchange Bldg. Co., Ltd.	"	Lease of room No. 515 in "The Whalen Block," Port Arthur, Ont.	"	6 mos. from 15th Nov. 1918.	$30 p. month.
" 24	The Royal Institution for the Advancement of Learning.	"	Lease of 2 parcels of land being part of "Macdonald College," Ste. Anne de Bellevue, Que.	Military hospital	From date of occupation to end of war and 2 yrs. thereafter	$500 p. annum.
" 25	Synod of Diocese of Qu'Appelle.	"	Lease of St. Paul's Parish hall, Regina, Sask.	Temporary military hospital ((M. and D.)	7 mos. from 15th Oct. 1918.	$250 p. month.
" 27	Quebec Central Railway Company.	"	Lease of portion of top floor and use of 2 vaults in building, Sherbrooke, Que.	Dist. Engineer P.W.D.	1 year from 1st Feb. 1919.	$1,500 p. ann.

Jan.	27	A. G. Strathy, Limited	His Majesty	Lease of store No. 287 Queen st. west, Toronto, Ont.	Demobilization Br. of S. C. Re-Est.	1 year from date of occupation.	$1,600.20 per annum.
Feb.	1	Margaret M. Cummings	"	Lease of premises No. 20, Ste. Anne st., Tresor Lane, Quebec, Que.	Headquarters for M. and D.	From month to month from 1st Oct. 1918.	$81.61 per m. (monthly tenancy.)
"	4	C. W. Lindsay	"	Lease of 919 sq. ft. on 1st floor of building, No. 115 Sparks st., Ottawa, Ont.	Dept. of External Affairs.	From date of occupation to 1st Nov. 1919.	$45.95 per month.
"	5	Miss Margaret White	"	Lease of three rooms, 1 vault and vestibule in building No. 23 St. Louis st., Quebec, Que.	Archives Dept.	1 year from 30th April 1919.	$35 p. month.
"	7	Ceperly, Rousefell & Co.	"	Lease of 3,151 sq. ft. of ground floor of "Tower Building," cor. Beatty and Pender sts., Vancouver, B.C.	Ortho. hospital for S. C. Re-Est.	1 year from 1st Jan. 1919.	$1,200 per annum.
"	10	Thos. W. Watkins	"	Lease of rooms Nos. 300 to 310, both inclusive, in "White Office Building," or "Clyde Block," cor. of Hughson and King sts., Hamilton, Ont.	Vocational Br. of S. C. Re-Est.	1 year from 1st Aug. 1918.	$213 p month.
"	10	Carpenters' Union	"	Lease of premises in building No. 115 Sparks st., Ottawa, Ont.	Dept. of External Affairs.	From date of occupation to 1st May 1919.	$34 p. month.
"	11	Elizabeth Rogers	"	Lease of 11 rooms and free rest room for stenographer on 8th floor of "Rogers' Building," Granville st., Vancouver, B.C.	Chief Insp. of Fisheries (Naval Service).	2 years from date of occupation.	$2,400 per annum.
"	13	Notre Dame Investment Company, Limited.	"	Lease of w. half of 4th floor of "Notre Dame Building," s. side of Portage Ave., Winnipeg, Man.	S. C. Re-Est.	2 yrs. from date of occupation.	$1,500 per annum.
"	13	Notre Dame Investment Co., Ltd.	"	Lease of rooms Nos. 701 to 704, both inclusive, in "Notre Dame Investment Building," Winnipeg, Man.	"	2 years from 15th Jan. 1919.	$900 p. annum (renewable).
"	14	His Majesty	Chas. James Downey.	Lease granting right of ingress and egress to and from Russell st. side entrance, Smith's Falls, Ont.		During good pleasure.	$1 per annum.
"	14	Thornton & Douglas, Ltd.	His Majesty	Lease of rooms Nos. 1 and 2 in building, Ontario st., Stratford, Ont.	S. C. Re-Est.	6 mos. from date of occupation.	$12.50 per m. (renewable).
"	14	Chas. A. Welsh	"	Lease of 2nd or top floor of building No. 317 Columbia st. east, New Westminster, B.C.	"	1 yr. from date of occupation.	$300 p. annum (renewable).
"	15	James Stuart Mackie	"	Lease of premises in "Lancaster Building," Calgary, Alta.	P.O. Inspector and Ry. Mail Staff.	3 yrs. from 1st Jan. 1919.	$17,566.29 per annum.
"	19	Canadian Bank of Commerce.	"	Lease of rooms Nos. 1, 4 and 5 on 2nd floor of "Canadian Bank of Commerce Building," Revelstoke, B.C.	Lands Branch Interior Dept.	Month to month from 1st Feb., 1919.	$60 per month (monthly). tenancy).
"	22	Alexander Building, Ltd.	"	Lease of 2nd floor of "Read Building," Alexander st., Montreal, Que.	Ordnance and Barrack Stores.	From 15th Dec. 1918 to 1st May, 1920.	$10,000 per annum.
"	25	The Royal Bank of Canada.	"	Lease of 10 offices on top floor with portion of basement and vault in "Royal Bank Building," cor. Sparks and Metcalfe, Ottawa, Ont.	Geological Survey Br. Dept. of Mines.	1 year from 7th April 1919.	$3,081.50 per annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919.—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of property.	For what Purpose.	Duration of Lease.	Rental.
1919. Mar. 1	Franklin Perry McCarthy	His Majesty	Lease of 486 sq. ft. on 1st floor of brick building, Grand ave., Indian Head, Sask.	Insp. of Fisheries, Naval Service Dept.	1 year from 1st Mar. 1919.	$180 per ann.
" 7	The Bank of Toronto	"	Lease of room No. 1 in building fronting on Queen st. and Logan ave., Toronto, Ont.	Gas and Electricity Insp.	1 year from 1st May 1919.	$180 per ann.
" 10	Edward Blake Thompson.	"	Lease of premises Nos. 213 and 219, northerly side of Queen st., Kingston, Ont.	Isolation hospital	1 year from 1st May 1919.	$600 per ann.
" 10	Mrs. Odile Lavoie (wife of J. Octave Normand).	"	Lease of portion of postal station "M" No. 116 Letourneux St., Maisonneuve, Que.	Post-office	1 year from 1st May 1919.	$600 per ann.
" 11	The Journal Printing Co., Ltd.	"	Lease of rooms on 2nd, 3rd, 4th and 5th floors with 770 sq. ft. of 6th floor, 373 sq. ft. of ground floor and 220 sq. ft. of basement of building, Queen st., Ottawa, Ont.	Depts. of Interior, Agriculture, Public Works and Auditor General.	5 years from 12th Jan. 1919.	$13,740.70 per annum.
" 11	James Richardson & Sons, Ltd.	"	Lease of 2 top flats of office building, s.e. cor. of insersection of King and William sts., Kingston, Ont.	District Paymaster (M. and D.)	1 year from 17th May 1919.	$1,800 per annum.
" 12	Ashbury College Co., Ltd.	"	Lease of building No. 140 Argyle Ave., Ottawa, Ont.	House of Commons restaurant.	From month to month from 1st Mar. 1919.	$166.66 per month.
" 12	The World Newspaper Co. of Toronto, Limited.	"	Lease of 6th floor of building No. 40, Richmond st., west, Toronto, Ont.	District Paymaster (M. and D.)	From 6th Jan. 1919 and for duration of present war and one year thereafter.	$4,250.
" 12	John James Garland	"	Lease of building, Tupper st., Portage la Prairie, Man.	Postal package and Express branch of Customs Dept.	1 year from 8th April 1919.	$35 p. month.
" 13	James Stuart Mackie	"	Lease of 4th and 5th floors of "Lancaster Building," Calgary, Alta.	S. C. Re-Est.	One floor 3 yrs. from 1st Jan. 1919 and other from date of occupation to 31st Dec. 1921.	$13,400 per annum.
" 14	Hon. A. L. Langman	"	Lease of "Fairbanks Morse Building" on 8th ave. west, Calgary, Alta.	Temporary hospital (M. and D.)	1 year from 1st Jan., 1919.	$900 p. month.
" 19	The Can. Pac. Ry. Co.	"	Leaseof mail accommodation space on ground floor of company's railway station, Saskatoon, Sask.	Post Office Dept	1 year from 1st Dec., 1918.	$540 p. annum.
" 19	Alex. Macdonald	"	Lease of rooms Nos. 8 to 13, both inclusive, in "K.W.C. Block," cor. Ward and Baker sts., Nelson, B.C.	Inland Rev. and Public Works Depts.	1 year from 1st April, 1919.	$480 p. annum.

Mar. 20	La Banque Nationale	His Majesty	Lease of 6th floor of building, Rideau st., Ottawa, Ont.	Translators	6 mos. from 14th April, 1919.	$240 p. month.
" 21	The Post Publishing Co., Ltd.	"	Lease of room No. 5 in "Post Building," Dorchester st., Sydney, N.S.	Sub-agent of Marine and Fisheries.	1 year from 1st May, 1919.	$180 p. annum.
" 22	The Trusts and Guarantee Co., Ltd.	"	Lease of north store premises No. 606, 2nd st. east, Calgary, Alta.	S. C. Re-Est	2 years from 5th Dec., 1918.	$720 p. annum.
" 25	La Cie d'Assurance sur la vie "La Sauvegarde."	"	Lease of office in company's building, s.e. cor. of Notre Dame and St. Vincent sts., Montreal, Que.	Signal Service, Dept. of Marine and Fisheries.	From 1st May, 1919 to 30th April, 1920.	$400 per annum.
" 25	Corporation of the City of Toronto.	"	Lease of "Old Registry Office," No. 45 Richmond st. west, Toronto, Ont.	Mil. Police Barracks (M. and D.)	From month to month from 15th Nov.1918	$50 p. month. (monthly tenancy).
" 25	Bank of Toronto	"	Lease of 4 rooms on 1st floor (vault accommodation included), in "Bank Building," cor. of King and Brock sts., Kingston, Ont.	Demobilization Branch S. C. Re-Est. (C unit).	6 mos. from 14th Feb., 1919.	$37.50 per month.
" 26	The Royal Institution for the Advancement of Learning.	"	Lease of premises northerly cor. of Mance and Ontario sts., Montreal, Que.	S. C. Re-Est	1 year from 1st May, 1919.	$1,500 per annum.
" 31	Sarah A. Batson	"	Lease of one room in building, Campobello, N.B.	Dept. of Naval Service.	1 year from 31st Dec., 1918.	$120 p. annum.

The following items were received too late for insertion in last year's Annual Report, 1917-18.

1910. July 28	D. Joss	His Majesty	Lease of parcel of land and bld'g thereon erected, Lachute, Que.	Militia and Defence.	10 yrs. from 1st Aug., '10.	$120 p. annum.
1912. Jan. 29	R. J. Carson	"	Lease of premises cor. of Barrack and Wellington st. Kingston, Ont.	" "	3 yrs. from 1st Feb., '12.	$600 p. annum.
Oct. 1	Louis J. Breithaupt	"	Lease of 4 rooms and hall on 1st floor in "Y.M.C.A." building No. 26 Queen st. north, Berlin, Ont.	" "	yrs. from 1st Oct., '12.	$240 p. annum.
1914. July 20	Dame Caroline Pelletier Riou.	"	Lease of premises, Fraserville, Que	" "	3 yrs. from 19th May, '14.	$75 p. month.
Aug. 7	Austen C. McDonald	"	Lease of ground floor and warehouse, n. side of Main st., Montague, P.E.I.	" "	5 yrs. from 1st Aug., '14.	$180 p. annum.
Nov. 2	Lindsay & McCluskey	"	Lease of one story brick building s. w. cor. of Main and Cassels sts, North Bay, Ont.	" "	3 yrs. from 1st Nov., '14.	$600 p. annum.
Dec. 24	Alex. Morrison	"	Lease of "Morrison lot", Lloyds Cove, Sydney Mines, N.S.	" "	1 yr. from 1st Nov., '14, and as long as required.	$10 p. annum.
1915. Jan. 2	Victoria Garage Co., Ltd.	"	Lease of premises cor. of Duke and Queen st., West, Ottawa, Ont.	Motor cars and trucks	1 yr. from 1st May, '18.	$300 p. month.
" 5	J. N. Fortin & J. E. Gravelle.	"	Lease of property composed of lots Nos. 713, 714, 710, 708, 707 & w. part of lots Nos. 706, 709 & 711, Hull, Que.	70th Regiment of Hull	5 yrs. from 1st Sept., '14.	$2,100 p. ann.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919.—*Continued.*

(The following items were received too late for insertion in last year's Annual Report, 1917-18.)

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
1915.						
Mar. 4	The Royal Kennebecassis Yacht Club.	His Majesty	Lease of rooms and premises on 2nd floor of "Masonic" building, Germain st., St. John N.B.	Militia and Defence.	from 4th Mar.'15 and for such period as may be required but not to exceed 4 years. from May 1,'15	$600 p. ann.
April 8	Estate of late James Coristine.	"	Lease of rooms Nos. 219 and 220 in "Coristine" building, Montreal, Que.	Grain inspection officer.	5 yrs. from 1st May, '15.	$850 p. ann.
May 26	Thomas Hodgins	"	Lease of part of lot No. 158 northerly side of Main st., Lucan Village, Ont.	Militia and Defence	3 yrs. from 26th May, '15.	$36 p. ann. renewable.
Oct. 1	Gordon McKay & Co., Ltd	"	Lease of the whole of "Gordon McKay" building, Brandon, Man.	" "	from 1st Oct., '15 and to continue for duration of war.	$6,000 p. ann.
" 29	Mary Drysdale	"	Lease of "Drysdale Home", Herring Cove, N.S.	" "	from 1st Nov., '15and for such period as may be required...	$5 p. month.
Nov. 1	N. Kinsella & J. J. O'Sullivan.	"	Lease of premises No. 274 Good st., Winnipeg, Man.	" "	7 months from 1st Nov., '15.	$200 p. m.
" 25	Blenheim skating Rink Co., Ltd.	"	Lease of "Skating Rink", Blenheim, Ont.	" "	5 yrs. from 25th Nov., '15.	$150 p. ann.
1916.						
Feb. 4	Horace A. Aylwin	"	Lease of "Old Tannery" building, Brandon, Man..	" "	from mon. to mon. from 4th Feb., '16.	$100 p. m.
Mar. 15	Standard Reliance Mortgage Corporation.	"	Lease of rooms Nos. 26-27 in "Reliance building" Nos. 82-88 King st., East, Toronto, Ont	" "	1 yr. from 15th Mar., '16.	$600 p. ann.
" 18	Governing Council of the Salvation Army in Canada.	"	Lease of "Evangeline Home", St. James st., St. John, N.B.	" "	from 18th Mar., '16 and term not to exceed 1 yr. after termination of war.	$125 p. m.
April 15	The Crescent Creamery Co.	"	Lease of "Crescent Creamery" building No. 85, Lombard st., Winnipeg, Man.	" "	from mon. to mon. from 15thApril, '16.	$150 p. m.
" 15	Ottawa Amateur Athletic Association.	"	Lease of building cor. of Elgin st. and Laurier ave, Ottawa, Ont.	" "	3 yrs. from 15th April, '16.	$6,000 p. ann.

June	1	Whitmore Bros.	His Majesty	Lease of building cor. of 12th ave and Hamilton st., Regina, Sask.	Militia and Defence	3 yrs. from 1st June, '16.	$3,600 p. ann.
"	24	Napoleon Gosselin, Jr.	"	Lease of premises at St. Jean, Isle of Orleans, Que.	" "	from 1st June '16 and as long as required.	$9 p. month.
July	8	The Dominion Bank	"	Lease of room 206 on 2nd floor of building cor. King and Young sts., Toronto, Ont.	" "	from 8th July '16 to 1st July, '17	$720 p. ann.
Aug.	14	Imperial Canadian Trust Co.	"	Lease of 4th and 5th and portion of 3rd floor of "Great West Permanent Loan building" No. 336 Main st., Winnipeg, Man.	" "	Duration of war.	$6,000 p. ann.
Sept.	1	James Stewart Gregory	"	Lease of 100 ft., along western side of "Gregory's Eastern Wharf" at foot of Acadia st., St. John, N.B.	" "	1 yr. from date of occupation and thereafter as long as required.	$30 per m.
"	12	Alexander Building, Ltd.	"	Lease of ground and 1st floor and basement of building, St. Alexandre st., Montreal, Que.	" "	5 yrs. from 1st May, '16	$12,500 p. ann.
"	20	The Kingston Health Association.	"	Lease of premises Portmouth, Kingston, Ont.	For treatment of tubercular persons.	During term of present war and 3 yrs. thereafter.	Free rent
"	29	Agricultural Society No. 4.	"	Lease of premises on Saunders and Smythe sts., Fredericton, N.B.	Militia and Defence " "	From 29th Sept. '16 and for duration of war.	$1 p. annum.
Nov.	1	Imperial Canadian Trust Co.	"	Lease of rooms Nos. 603, 604, 605 and 606 on 6th floor of "Great West Permanent Loan building" Winnipeg Man.	" "	Duration of war	$660 p. ann.
"	1	Geo. White & Sons Co., Ltd.	"	Lease of premises Nos. 73 and 75 King st., London, Ont.	" "	Duration of war and 6 mon. thereafter from 1st Nov., '16.	$1,560 p. ann.
"	1	Sault Ste Marie Skating Rink & Athletic Co., Ltd	"	Lease of "Skating Rink", Gouin st., Sault Ste Marie, Ont.	" "	1 yr. from 1st Nov., '16.	$2,400 per ann.
"	15	Josephine Guy (widow of late Duncan Campbell McCallum).	"	Lease of premises No. 55 Union Ave, Montreal Que.	" "	17½ mos. from 15th Nov,. '16	$75 p. month.
Dec.	1	Montague Aldous	"	Lease of 1st, 2nd, 3rd and 4th floors in "Aldous Block" Princess st., Winnipeg, Man.	" "	1 yr. from 1st Dec., '16	$4,800.
"	1	Montague Aldous	"	Lease of 4th floor of premises Nos. 10 and 12, Princess st., Winnipeg, Man.	" "	1 yr. from 1st Dec., '16.	$1,200.
"	1	The Regina Grey Nuns Hospital.	"	Lease of "Regina Grey Nuns Hospital" w. side Angus st, Regina, Sask.	" "	from mon. to mon. from 1st Dec., '16.	$35 per month (monthly tenancy.)
"	1	The Regina Public School (District of Saskatchewan).	"	Lease of "Alexander School" Regina, Sask.	" "	from mon. to mon. from 1st Dec., '16.	$125 p. mon. (monthly tenancy.)
"	12	Franco-Canadian Collieries Ltd.	"	Lease of "Rocky Mountain Sanatorium", Frank, Alta.	For Mil. Hosp. and Convalescent Home Commission.	from Sept. 1, '18, and for 1 yr. after declaration of peace.	$50 p. month.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919.—*Continued.*

(The following items were received too late for insertion in last year's Annual Report, 1917-18.)

Date of Lease.		Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
	1917.						
Jan.	19	City of Saskatoon	His Majesty	Lease of "Y.M.C.A." premises, Saskatoon, Sask.	Military Hospital	15 yrs. from 12th Mar., '17.	$4,000 for 1st 2 yr. and same ratio to 4,000 for balance of period.
"	19	Town of Sackville	"	Lease of Sackville Woodworkers, Ltd., "The Barracks", Saskville, N.B.	Militia and Defence	As long as required.	No rent while troops are in building.
Feb.	1	The Halifax Realty Corporation Ltd.	"	Lease of "Crystal Spring Brewery", Halifax N.S.	" "	2 yrs. from 1st Feb., '17.	$2,200. p. ann.
"	15	Continental Life Insurance Co.	"	Lease of rooms Nos. 516 and 517, in "Continental Life building, Toronto, Ont.	" "	1 yr. from. 1st Mar., '17.	$40 p. month.
"	15	The Board of Education of City of Toronto.	" "	Lease of Old Givens st. and Crawford st. School buildings, Toronto, Ont.	" "	fr. Feb. 15, '17, to end of war.	No rent.
"	16	The Board of Managers of Knox Church.	"	Lease of St. Andrews Hall, Dewdney st, Regina, Sask.	" "	8 mon. from 16th Feb., '17, and afterwards fr. mon. to mon.	$75 p. month.
"	22	Canadian Pacific R'y Company.	"	Lease of "Kootenay Lake Hotel", Balfour, B.C.	Military Hospital	5 yrs. from 1st Feb., '17.	$12,000 for whole period
April	10	Donald Kemp Gray & Jno. Russell Gray.	"	Lease of 5 story and basement of brick warehouse, Hamilton, Ont.	Militia & Defence. " "	from 10th April, '17 and for period of war.	$6,600 p. ann.
"	12	Frank, A. E. & E. R. Whitmore.	"	Lease of building on lots Nos. 21, 22, 23 and 24, Block No. 184, Regina, Sask.	" "	from Apr. 12, '17 and for duration of war and 1 yr. thereafter.	$400 p. month.
"	18	Moir's, Ltd.	"	Lease of Moir's stable property, Halifax (Willow Park) N.S.	" "	from 17th May, '17 and as long as required.	$40 p. month.
"	19	Province of Ontario	"	Lease of "Ontario Reformatory" Guelph Ont.	Hos. for returned soldier	18 mos. fr. 19th April, '17.	$25,000 p. ann.
"	25	Georgina Alice Phillips	"	Lease of rooms Nos. 304, 305, 306, 307, 308, 309 310, 312 and 313 in "Coronation Building," Montreal, Que.	Militia and Defence	12 mos. fr. 1st May, '17.	$1,800 p. ann.
May	1	H. L. Putnam & Estate of John Withell.	"	Lease 66 "Stanley St., Presbyterian Church", No. 91 Stanley St., Montreal, Que.	Militia and Defence	3 years from 1st May 1917.	$12,300 p. ann.
"	16	The Alberta College	"	Lease of premises "A", "B", and "C", etc., Edmonton, Alta.	" "	From 16th May 1917 until 1 yr. after termination of war.	$11,000 p. ann.

June		R. J. Ball, R. Brunt, H. Peppler & F.W. Deutschman.	His Majesty	Lease of parcel of land and premises, composed of lots Nos. 17, 18, 19, 20 and 21, block 349, Regina, Sask.	Nurses' Home, Earl Grey	2 yrs. from 1st July '17.	$1,080 for said term.
"	27	Mrs. Agnes W. Coates	"	Lease of premises No. 4325 Willow st., Vancouver, B.C.	Mil. Hosp. Commission.	4 yrs. from 1st July '17.	$480 p. ann.
"	28	Alexander Fraser	"	Lease of premises No. 333 Richmond st., London, Ont	Militia and Defence	From 28th June '16 and for duration of war and 3 months after.	$2,100 p. ann.
July	1	The Canada Bread Company, Limited.	"	Lease of premises cor. of Soho and Phoebe sts., Toronto, Ont.	" "	5 yrs. from 1st July '17.	$490 p. month.
"	15	Thomas H. Blow	"	Lease of building on lots Nos. 33, 34 and 35, block 53, Calgary, Alta.	" "	2 yrs. from 15th July '17.	$600 p. annum.
Aug.	30	McCallum Hill Building Limited.	"	Lease of suite No. 909 in McCallum Hill Building" Regina, Sask.	" "	2 yrs. from 1st Sept. '17	$40 p. month.
Sept.	1	Trustees of Toronto General Hospital.	"	Lease of "Old Hospital Block," Gerrard st., Toronto, Ont.	" "	7 yrs. from 1st May '17.	$10 000 p ann
"	1	W. A. Mitchell	"	Lease of ground floor of store property and basement of same, No. 71 King st. west, Toronto, Ont.	Soldiers' Aid Commission.	From Mon. to mon. from 1st. Sept. '17.	$75 p month.
"	4	H. L. Perchard	"	Lease of property known as 12 Longueuil st., St. Johns, Que.	Militia and Defence	1 yr. from 1st June '17.	$2,000 p. ann.
"	12	The Vancouver Women's Building, Ltd.	"	Lease of southerly 66 ft. of lots Nos. 10 and 11, block 4, Vancouver, B.C.	" "	For 1 mon from 12th Sept. '17, and thereafter from mon. to mon.	100 p. m.
"	15	Max Susman	"	Lease of cement building and passages on s. side of Cataraqui st. Kingston, Ont.	Ordnance depot (M.& D.)	5 yrs. from 15th Sept. '17.	$2,682 p. ann.
Oct.	1	A. W. McGregor	"	Lease of building on most westerly 70 feet of lot No. 8, Ottawa st., Regina, Sask.	Militia and Defence	From 1st Oct. '17 to 30th Sept. '1918.	$360 p. ann.
"	1	The Governors of the University of Toronto.	"	Lease of s. ½ of lot No. 17, known as No. 1 Queens Park, Toronto, Ont.		3 yrs. from 1st Oct. '16.	$1,200 p. ann.
"	1	J. N. Carpenter, agent of the Colonial & Continental Church Society of England.	"	Lease of "Emmanuel College" Saskatoon, Sask.	Home for returned soldiers.	1 yr. from 1st Oct. '17.	$1,200 p. ann. (renewable.)
"	15	Henry D. Baird	"	Lease of premises n. side of Chapel st., Woodstock, N.B.	Militia and Defence	7½ mos. from 15th Oct. '17.	$20 p. month.
"	18	Mrs. C. J. Logue	"	Lease of three story dwelling house on e. side of Charlotte st., Sydney, N.S.	" "	For such period as may be required from 1st Jan. '18.	$25 p. month.
"	26	The town of Woodstock	"	Lease of "Moore's stables", Woodstock, N.B.	" "	As long as required.	Free rent.
"	26	The town of Woodstock	"	J. C. Hartley's stables on Park Property, Woodstock, N.B.	" "	As long as required.	Free rent.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1918, to March 31, 1919.—*Concluded.*

(The following items were received too late for insertion in last year's Annual Report, 1917-18.)

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease	Rental.
1917.						
Nov. 1	Imperial Canadian Trust Co.	His Majesty	Lease of room No. 704 in Great West Permanent Loan Building, Winnipeg, Man.	Militia and Defence	From mon to mon from 1st Nov. '17.	$18 p. month. (monthly tenancy).
" 1	Smith Estate	"	Lease of Ravins Rink Property, Toronto, Ont.	" "	1 yr. from 1st Nov. '17.	$250 p. m.
" 11	Montague Aldous	"	Lease of 5 floors and basement of "Robertson Building" 133 Portage Ave., Winnipeg, Man.	" "	1 yr. from 11th Nov. '17.	$490 p. m.
" 12	M. P. Warren	"	Lease of "Warren Mfg. Building", 786-788 King st. west, Toronto, Ont.	" "	From 20th Nov. '17 for period of war and 1 yr. thereafter.	$135 p. m.
" 17	Imperial Canadian Trust Co.	"	Lease of rooms Nos. 607, 608 and 609 in Great West Permanent Loan Building, Winnipeg Man.	" "	From mon to mon from 17th Nov. '17.	$70 p. month.
" 19	The University of Kings College.	"	Lease of part of Main College Building, Windsor, N.S.	" "	5 mos. from 1st Nov. '17.	$150 for whole period.
" 19	Archibald McTaggart	"	Lease of lot No. 6, 2nd Con. of Division "C", Guelph, Ont.	Soldiers C. Re-Est.	Fr. Nov. 1, '17, and thereafter as yly. tenancy.	$260 p. annum.
" 20	Mrs. M. M. Cummings	"	Lease of house on Ste. Anne st., Place d'Armes and coach house No. 5, Tresor Lane, Quebec, Que.	Militia and Defence	For 1 mon and 10 days from 20th Nov. '17.	$153.33 for whole period (renewable)
" 27	N. E. O'Connor	"	Lease of ground floor of building, "Golden Lion Block "and right of way in back of same, Kingston, Ont.	Voc. Branch of S. C. Re-Est.	5 yrs. from 1st Dec. '17.	360 p. ann.
Dec. 1	The Dominion Bank	"	Lease of room No. 401 on 4th floor of "Dominion Bank Building" s. w. cor. of King and Yonge sts., Toronto, Ont.	Militia and Defence	From 1st Dec. '17.	$60 p. month (monthly tenancy).
" 5	Lawrence Kehoe	"	Lease of two stalls in stable, North Sydney, N.S.	" " " "	Fr. Nov. 1,' 17. and for such period as may be required.	$6 p. month.
" 14	Imperial Canadian Trust Co.	"	Lease of rooms Nos. 600 and 703 in "Great West Permanent Loan Building," Winnipeg. Man.	Ass't Dir. of Medical Service.	From mon. to mon from 14th Dec. '17.	$45 p. month.
1918.						
Jan. 2	R. K. Jones, (Eastern Trust Co.)	"	Lease of "Caverhill Hall" n.e. cor. of Sydney and Mecklemburg sts., St. John, N.B.	Militia and Defence	2 yrs. from 2nd Jan. '18.	$1,000 p. ann.
" 5	F. C. Jarvis	"	Lease of part of "Douglas Block" No. 356 College st., and 2, 4, 6 Brunswick Ave., Toronto, Ont.	Vocational training for returned soldiers.	1 yr. from 7th Jan. '18.	$1,200 p. ann.

Jan.	17	Imperial Canadian Trust Company.	His Majesty	Lease of rooms Nos. 804, 805 and 806 in "Great West Permanent Loan Building", Winnipeg, Man.	Ass't. Dir. of Medical Service.	From mon. to mon. from 17th Jan. '18.	$41.25 p. m.
"	26	R. T. Elliott, H. A. MacLean, H. H. Shandley, H. M. Fullerton & T. S. McPherson.	"	Lease of 6th floor and rooms Nos. 501 to 514, both incl, on 5th floor of "Central Building" n.w. cor. of Broad and View sts., Victoria, B.C.	Militia and Defence	3 yrs. from 1st Feb. '18.	$350 p. m.
Feb.	1	Island Land Company Lt.	"	Lease of rooms Nos. 108, 109, 110 and 111 on 1st floor of "Drummond Building" Montreal, Que.	Mil. Hosp. Commission.	From 1st May, '18 to 30th April '19.	$1,567.50 per annum.
"	1	James M. Caines	"	Lease of stables, buildings and lands, Kingston, Ont.	Militia and Defence	3 yrs. from 1st Feb. '18.	$800 p. ann.
"	1	Island Land Co., Ltd	"	Lease of rooms Nos. 300 to 306, both incl., on 3rd floor of "Drummond Building", Montreal, Quebec.	Mil. Hosp. Commission.	From 1st May '18 to 30th April, '19.	$3,432.50 per annum.
"	1	Island Land Co., Ltd	"	Lease of rooms Nos. 221 and 222 on 2nd floor of "Drummond Building," Montreal, Que.	" "	From 1st Feb. '18 to 30th April, 1919.	$1,332 p. ann.
"	5	The Clark Stuart Co. Ltd	"	Lease of all the rooms on 5th floor of "Clarke Stuart Building", Vancouver, B.C..	Militia and Defence	1 mon. from 1st Feb. '16 and thereafter from mon to mon.	$150 p. m.
"	11	The Corporation of City of Victoria.	"	Lease of agricultural grounds & buildings at Willow Park (Oak Bay) Victoria, B.C.	Barracks (for M. & D.).	From 1st Aug. '16 to end of present war.	$150 p. month for less than 200 troops, $300 p. mon. for less than 1,000 troops and $600 for more than 1,000 troops.
"	22	Kenneth A. McLeod	"	Lease of rooms Nos. 617–618 and 619 in building, Edmonton, Alta.	Dept. of Mines	2 yrs. from 15th Jan. '18.	$720 p. ann.
"	24	Lyman Tube & Supply Co Ltd.	"	Lease of 3rd and 4th floors of building fronting on Ste. Sophie Lane, Montreal, Que.	Inv.-Soldiers' Commission.	1 yr. and 3 mos. from 1st Feb. '18.	$3,000 p. ann.
"	26	J. H. Morin	"	Lease of "Balmoral Annex" Sudbury, Ont.	Militia and Defence	1 yr. from 26th Feb. '18.	$1,200 p. ann.
Mar.	1	Saskatchewan Mortgage & Trust Corp., Ltd.	"	Lease of 3 stores on 13th Ave., Regina, Sask.	" "	1 yr. from 1st Mar. '18.	$1,200 p. ann.
"	12	La Cie des Carrieres de Beauport Ltd.	"	Lease of Vinegar factory property, St. Johns, Que.	" "	1 yr. from 27th Sept. '17.	$2,000 p. ann.
"	12	The Royal Institution for the Advancement of Learning.	"	Lease of premises n.e. cor. Mance & Ontario sts., Montreal, Que.	Inv. Soldiers' Commission.	3 yrs. from 1st May '18.	$1,500 p. ann
"	25	Percy C. Black & J. W. Regan (Liquidators of Nova Scotia Carriage, Ltd.)	"	Lease of certain land in Amherst, N.S.	Accomodation of troops.	2 yrs. from 25th Mar. '18.	$7,000 p. ann.

THE NATIONAL GALLERY OF CANADA.

BY ERIC BROWN, DIRECTOR.

On account of the continued occupation of the temporary premises of the National Gallery in the Victoria Museum by the Houses of Parliament, the work of the Gallery has again necessarily been concentrated upon its policy of making loans of works of art to any art gallery or body possessing proper facilities for their free public exhibition, and of thus utilizing to the fullest possible extent the possessions of the National Gallery which the closing of its premises has made impossible in Ottawa.

The previous appropriations of $18,000 had permitted the purchase of a very limited number of Canadian works of art and through the National Gallery loan exhibitions, the trustees had been able to continue, if not to further, this work in response to the increasing number of applications for them.

For the current year, the trustees made formal application to the Hon. Minister of Public Works for the sum of $20,000, which was felt to be the minimum which would ensure the carrying on of the work of the Gallery until better times, and would enable some at least of the most necessary work of upkeep to be carried out.

Without consultation with the trustees, the application was refused, and the sum of $8,000 only was placed in the Main Parliamentary Estimates, which entirely precluded any possibility of the development of those policies entered into with the sanction of the Government and preventing even the most vitally necessary work being undertaken for the preservation of the works of art already acquired.

In view of the attitude evidently entertained by the Government towards all art in general and the National Gallery in particular, the trustees do not propose to enter into further written argument in support of their reiterated contention, that there is no real economy in the refusal of adequate grants for the purposes of art. The trustees will take an early opportunity of asking for an appointment to meet the Prime Minister with the hope that a personal explanation of the situation may result in a change of the Government's attitude towards their work.

The following regular annual loans of works of art were sent out during the year:—

Moosejaw, Sask.	(pictures).	Winnipeg, Man.	(pictures).
Port Arthur, Ont.	"	Hamilton, Ont.	"
Fort William, Ont.	"	Sherbrooke, Que.	"
Regina, Sask.	"	St. John, N.B.	"

The following special exhibitions of works of art were also arranged and sent out:—

A collection of thirty-four (34) Canadian pictures was exhibited in the following art galleries in the United States between November 15, 1918, and July 1, 1919: St. Louis, Mo.; Muskegon, Mich.; Minneapolis, Minn.; Chicago, Ill.; Milwaukee, Wis.

A collection of seventy-five (75) pictures was lent to the art museum of Toronto from January 7 to February 23, 1919.

All these exhibitions were highly successful, and the continual increase in the application for them is evidence of a growing desire for artistic knowledge throughout the country.

The National Gallery Travelling Scholarship of $1,000 was not awarded owing to the National Gallery appropriation containing no provision for it, although this scholarship had been arranged with the Government's concurrence, and it had been specifically mentioned by the trustees in the detailed application for the appropriation.

Additional by-laws in accordance with article 5, subsection C of the National Gallery of Canada Act were made necessary by certain salary increases, and duly received the approval of the Hon. Minister of Public Works.

The following additional by-laws under article 5, subsection D, duly received the approval of the Minister of Public Works:—

> D. No. 3.—All reproduction of works of art which are the property of the National Gallery of Canada shall bear the legend: "The Property of The National Gallery of Canada."

The trustees met formally on two occasions, and the following works of art were acquired by gift or purchase:—

GIFTS.

J. H. Sandham	Eight (8) drawings.
Palmer Cox	Three (3) drawings. (Presented by Mr. George Iles.)
Daniel Fowler	Water colour, "Hollyhocks." (Presented by Dr. F. J. Shepherd.)
Charles de Belle	"A Bleak Day." (Presented by the Royal Academy of Arts.)
Stanley Harrod	Two (2) bookplates. (Presented by Sir Edmund Walker.)
A. H. Howard	One (1) bookplate. (Presented by Sir Edmund Walker.)
Ninety (90) Canadian bookplates.	(Presented by Mr. Stanley Harrod.)

PURCHASES.

Palmer Cox	Twenty-two (22) drawings.
Flaxman	Six (6) drawings: "The Fight for the Body of Patroclus." "Leucothea Saving Ulysses." "Morning." "Scylla." "Ulysses Preparing to Fight Irus." "Study for a Drawing for the Iliad."

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

For the Fiscal Year from April 1st, 1918,
to March 31st, 1919

Submitted in accordance with the provisions of the Revised Statutes of Canada 1916, Chapter 35, Section 33.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

[No. 20—1920]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

May it please Your Excellency,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1919.

J. D. REID,
Minister of Railways and Canals.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDING MARCH 31, 1919.

To the Honourable J. D. Reid,
Minister of Railways and Canals.

Sir,—I have the honour to submit herewith the annual report of the Department of Railways and Canals for the fiscal year ending March 31, 1919.

The policy of strictest economy in the matter of printing is closely followed again, as in previous years. The highly condensed form of the statements of former years has been continued, these, however, giving full particulars as to all revenues and expenditures.

The statements of the Canadian Government Railways and of the Canadian Northern Railway System have been kept separate throughout, as this latter railway makes a separate annual report.

The fiscal year of the Canadian Northern Railway System ends December 31 under the authority of chapter 13, 9-10, George V.

The summary of the result of the operation of both railways is contained in the statements following:—

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,
Deputy Minister

I.—CANADIAN NATIONAL RAILWAYS.

STATEMENT OF REVENUE AND EXPENDITURE.

Operating Revenues.	Canadian Government Railways, 12 months ending Mar. 31, 1919.	St. John and Quebec, 12 months ending Mar. 31, 1919.	Canadian Northern Railway System, 12 months ending Dec. 31, 1918.	Grand total.
	$ cts.	$ cts.	$ cts.	$ cts.
Passenger traffic	8,850,909 57	32,270 14	7,824,444 44	16,707,624 15
Freight traffic	27,251,553 41	101,987 94	36,735,869 46	64,089,410 81
Mails and express	1,240,359 36	3,407 11	1,209,804 67	2,453,571 14
Miscellaneous	181,874 93	....	1,539,893 34	1,721,768 27
Ocean traffic	538,966 83	....	....	538,966 83
Total revenue	*38,063,664 10	137,665 19	47,310,011 91	85,511,341 20
Operating Expenses.				
Maintenance of way and structures	10,177,188 59	80,555 26	9,060,264 79	19,318,008 64
Maintenance of way and structures, equipment	7,861,706 77	8,787 92	8,498,673 11	16,369,167 80
Traffic expenditure	514,046 59	4,043 47	797,181 68	1,315,271 74
Transportation expenditure	23,121,416 15	95,572 19	23,907,348 28	47,124,336 62
Miscellaneous expenditure	642,370 96	....	576,071 12	1,218,442 08
General expenditure	686,402 74	3,731 21	1,223,410 96	1,913,544 91
Operating expenditure, total	43,003,131 80	192,690 05	44,062,949 94	87,258,771 79
Hire of equipment	157,866 22	29,737 38	....	187,603 60
Taxes, rental, joint facilities, etc	693,804 22	46,174 85	1,599,325 32	2,339,304 39
Total	43,854,802 24	268,602 28	45,662,275 26	89,785,679 78
Summary.				
Revenue	38,063,664 10	137,665 19	47,310,011 91	85,511,341 20
Expenditure	43,854,802 24	268,602 28	45,662,275 26	89,785,679 78
Net earnings, Canadian Northern Ry	....	....	1,647,736 65	....
Deficit, Canadian Government Rys	5,791,138 14	....	....	....
Deficit, St. John and Quebec Ry	....	130,937 09	....	....
Net deficit, all lines	....	....	....	4,274,338 58

*Hire of equipment in connection with the Canadian Government Railways is not deducted. It is added to working expenses in above statement to conform with Canadian Northern Railway System statement.

II.—CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT OF OPERATING EXPENDITURE AND REVENUE.

The purchase of the Candian Northern Railway stock by the Dominion Government having been made as from September 30, 1917, the annual report concerning Revenue and Operating Expenses, etc., has been made in two periods, as follows: From the 1st of October, 1917, to December 31, 1917, and from January 1, 1918, to December 31, 1918.

STATEMENT OF REVENUE AND EXPENDITURE FOR THE FIRST PERIOD.

Revenue.		
Revenue	$11,264,978 56	
Miscellaneous earnings	361,566 21	
		$11,626,544 77
Expenditure.		
Working expenses	$ 9,853,944 56	
Rental, taxes, etc	326,934 21	
		10,180,878 77
Net earnings		$ 1,445,666 00
Other expenditure, fixed charges (system), interest, etc.		3,779,718 53
Net deficit		$ 2,334,052 53

The results of the operation of the System for the second period are as follows:—

Gross earnings—		
Passenger traffic	$ 7,824,444 44	
Freight traffic	36,735,869 46	
Express, mail and telegraphs	1,212,881 95	
Miscellaneous earnings	1,536,816 06	
	$47,310,011 91	
Interest and profits from elevator, subsidiary companies, investments, etc.	1,752,700 59	
		$49,062,712 50
Working expenses	$44,062,949 94	
Hire of equipment, taxes, rentals, etc.	1,599,325 32	
		45,662,275 26
Net earnings		$ 3,400,437 24
Interest charges		17,898,246 74
Net deficit		$14,497,809 74
The total deficit for 15 months to December 31, 1918, amounts to		$16,831,862 27

Mileage.—The mileage in operation December 31, 1918, was 9.566·5.

Operating Revenues.—The gross earnings for 1918 increased by $5,839,990.07 over 1917 or 14·08 per cent.

Traffic.—The passenger traffic shows an increase of $769,016.63 over the previous year, although about 389,000 passengers less were carried. The number of revenue tons decreased by 545,035 tons, largely due to the poor grain crop of 1917. The statement shows a decrease of 18,986,113 bushels of grain handled as compared with the previous twelve months.

Operating Expenses.—These increased considerably due principally to the increase in wages and a most severe winter without parallel in the history of railway operation.

During the year the payroll increased from $1,890,000 to $2,815,000, an increase of $925,000, or almost 50 per cent. Apart from wages, other operating expenses also show large advances. Under these exceptional conditions the cost of operation for the year has advanced $10,036,297.51 or 29·40 per cent.

Land Sales.—Since the last annual report land sales amounted to $1,588,264.14, an average of $19.45 an acre; 818,958 acres still remain unsold.

New Equipment.—To provide for additional train service, the following equipment was ordered and delivered during the year:—

70	Locomotives,	500	flatcars,
150	Refrigerator cars,	250	Gondola cars,
5,000	Box cars,	500	Flat cars,
300	Stock cars,	40	Tank cars.

Lines acquired.—The Toronto Suburban Railway (operated by electricity), with a mileage of 65 miles constructed and in operation and 19 miles of line under construction, was acquired during the year.

Terminals.—The Leaside terminal at Toronto was put in operation during the summer of 1919. This plant provides repair facilities to the Ontario lines.

Montreal Tunnel.—This tunnel is in use since October 21, 1919.

Construction and Betterments.—A programme of construction was adopted providing for the completion of partly constructed and also of projected lines.

For further details on the management of the Canadian Northern Railway System, the annual report published by the management should be consulted.

OCEAN STEAMSHIP SERVICES.

Early in 1918 the Dominion Government, realizing the need of a mercantile fleet to develop Canadian export trade, placed orders with Canadian shipbuilding firms for a large number of ocean-going steamships. The Government has arranged for these steamers to be operated by a company under the charter name of the Canadian Government Merchant Marine, Limited, the directors of which company are members of the Railway Board. Up to date twelve boats have been delivered, and the following services have been established: Montreal and St. Johns, Newfoundland, Cuba, the West Indies, South America and various United Kingdom ports, which services will continue from Halifax or St. John during the winter months. Cargoes have also been carried to French ports and from Vancouver to United Kingdom ports via the Panama canal, and a service from Vancouver to Australia is just about to be established. Additional services have been arranged for as soon as other vessels are delivered by the builders, and the operation of the boats is confidently expected to reflect most satisfactory results in the building up of Canadian trade, from which the Canadian National railways should receive substantial benefits in traffic returns.

III.—GENERAL SUMMARY.

*EXPENDITURE OF THE CANADIAN GOVERNMENT RAILWAYS.

The expenditure made by or through the department during the fiscal year ended March 31, 1919, amounted to $92,227,084.05, of which $85,390,725.60 was for railways, $3,964,508.74 for canals, and $2,871,849.71 for general expenditure.

The railway expenditure chargeable to capital account amounted to $40,849,942.43, of which $12,767,481.83 was for the Canadian Government railways rolling stock, $10,537,031.24 for the Intercolonial railway; $3,489,313.53 for the purchase of the Quebec and Saguenay railway, $1,149,900.79 on construction of the Quebec and Saguenay railway, also $207,092.20 for rails, etc., on the same railway; $732,752.53 for the Prince Edward Island railway; $126,201.30 for the New Brunswick and Prince Edward Island railway; $1,450,304.81, less $660,000 received from the sale of the car ferry *Leonard,* and also less $149,799.91 for a cheque in favour of J. G. Hearn returned and deposited to the credit of the Receiver General, for the National Transcontinental railway; $37,829.81 for the Moncton and Buctouche railway; $42,304.58 for the Salisbury and Albert railway; $34,566.47 for the St. Martins railway; $7,250.60 for the York and Carleton railway; $47,209.98 for the Elgin and Havelock railway, and $9,733,333.24 for the purchase of the stock of the Canadian Northern railway; $562,557.80 for the Hudson Bay railway, and $77,849.84 for the International railway.

The expenditure for the Quebec Bridge amounted to $656,761.79.

The railway expenditure chargeable to working expenses amounted to $43,889,626.07, as follows: $28,242,111.11 for the Intercolonial railway, $549,310.26 for the International railway of New Brunswick, $13,028,381.49 for the National Transcontinental railway, $1,596,049.91 for the Prince Edward Island railway, $192,690.05 for the St. John and Quebec railway, $68,432.48 for the Moncton and Buctouche railway, $95,967.51 for the Salisbury and Albert railway, $45,930.81 for the St. Martins railway, $22,409.05 for the York and Carleton railway, and $48,343.40 for the Elgin and Havelock railway.

The amount paid for miscellaneous railway expenditure amounted to $432,351.78, of which the amount chargeable to revenue is $17,000, and the amount chargeable to income account $415,351.78.

The expenditure on railway subsidies amounted to $218,805.32.

EXPENDITURE ON CANALS.

The expenditure on canals, which amounted to $3,964,508.74, was as follows: $2,211,935.48 on capital account, $164,046.18 on income account, $1,588,527.08 on revenue account. Of this last sum, $846,588.98 was chargeable to staff and $741,938.10 to repairs.

The miscellaneous expenditure amounting to $2,871,849.71, was expended as follows: $744,575.08 for war appropriation, $335,384.68 for Halifax Restoration, $1,791,331.97 for miscellaneous open railway equipment account, statutes of 1918, chap. 38, and $557.98 for sundries.

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* Canadian Northern Railway System not included.

REVENUE.

The revenue received from both the railways and canals amounted to $38,400,379.69.

The revenue from the railways amounted to $38,013,725.69 as follows: $26,435,343.78 was received from the Intercolonial railway, including the New Brunswick and Prince Edward Island railway; $202,354.27 from the International railway; $10,412,407.56 from the National Transcontinental railway; $741,514.58 from the Prince Edward Island railway; $107,927.81 from the St. John and Quebec railway; $32,610.20 from the Moncton and Buctouche railway; $13,447.08 from the Elgin and Havelock railway; $16,694.06 from the St. Martins railway; $6,954.35 from the York and Carleton railway, and $44,472 from the Salisbury and Albert railway.

The revenue from the canals amounted to $387,654.90. Of this, the receipts from the Port Colborne elevator amounted to $129,676.68, the balance having been received for rents, harbour dues, etc.

WORKING EXPENSES AND REVENUE COMPARED.

The railway working expenses amounting to $43,889,626.07, and the revenue amounting to $38,013,725.69 only, leaves a deficit of $5,875,900.38 on the operation of the Canadian Government railways.

The deficit of each of the railways operated by the Government is shown in detail in Appendix II, the report of the management of the Canadian Government railways.

IV.—CANADIAN GOVERNMENT RAILWAYS.

COMPARATIVE STATEMENTS.

The passenger, freight, mails, express, ocean traffic, etc., less hire of equipment amounting to $157,866.22, amounted on government-owned lines in 1917-18 to $27,176,518.58, and in 1918-19 to $37,905,797.88, an increase of $10,729,279.30.

The total of working expenses on the government-owned lines in 1917-18 was $33,259,488.02 and in 1918-19 $43,696,936.02, an increase of $10,437,448.

The maintenance of ways and structures and equipment in 1917-18 amounted to $13,268,810.39 and in 1918-19 to $18,038,895.36, an increase of $4,770,084.97.

The traffic expenses in 1917-18 amounted to $442,456.42 and in 1918-19 to $514,046.59, an increase of $71,590.17.

The transportation expenditure on government-owned lines amounted to $17,877,073.67 in 1917-18, and to $23,121,416.15 in 1918-19, an increase of $5,244,342.48.

Miscellaneous expenditure chargeable to working expenses, (including rental of leased lines), which in 1917-18 amounted to $1,671,147.54, amounted to $2,022,577.92 in 1918-19, an increase of $351,430.58.

The repairs to locomotives, freight and passenger cars, which amounted in 1917-18 to $5,069,880.37, amounted in 1918-19 to $6,702,137.81, an increase of $1,632,257.44.

The mileage of the government-owned railways in operation amounted to 4,092·98 miles and 120·35 miles for the St. John and Quebec Railway, a total in operation of 4,213·33 miles, not including 80·16 miles of second main line; 338·03 miles of passing sidings, and 735·16 of other sidings and spurs, the grand total of mileage of track being 5366·68 miles.

The earnings per miles of railway for the government-owned lines in 1917-18 were $6,765.95 and in 1918-19, $9,149.29, an increase of $2,383.34.

The expenditure per mile of railway for the government-owned lines in 1917-18 was $8,310.96 and in 1918-19 $10,541.39, an increase of $2,230.43.

The earnings per train mile of government-owned lines in 1917-18 amounted to $2.15 and in 1918-19 to $2.98, an increase of 83 cents.

The expenditure per train mile on same railways in 1917-18 amounted to $\$2.63\frac{49}{100}$ and in 1918-19 to $\$3.44\frac{11}{100}$; an increase of $80\frac{62}{100}$ cents.

The total train mileage on the government-owned railways amounted to 12,471,308 miles in 1917-18 and to 12,538,149 miles in 1918-19, an increase of 66,841 train miles.

ST. JOHN AND QUEBEC RAILWAY.

The earnings for passenger, freight traffic, and mails and express amounted, in 1917-18, to $64,438.29 and in 1918-19 to $107,927.81, an increase of $43,489.52.

The transportation expenditure in 1917-18 amounted to $80,713.93 and in 1918-19, to $192,690.05, an increase of $111,976.12.

The maintenance of way and structures and maintenance of equipment in 1917-18, amounted to $53,414.05 and in 1918-19 to $89,343.18, an increase of $35,929.13.

The earnings per mile in 1917-18 were $537.57 and in 1918-19 $896.78, an increase of $359.21.

The expenditure per mile in 1917-18 amounted to $1,176.04 and in 1918-19 to $1,601.08, an increase of $425.04.

The total train mileage in 1917-18 was 75,491 and in 1918-19, 79,496, an increase of 4,005 miles.

CANADIAN GOVERNMENT RAILWAYS—

STORES.

The value of stores purchased, and charges from other departments, was $29,225,669.49, and the value of stores issued $22,627,004.55 and sold $1,683,211.14. There is yet on hand a balance of $11,497,649.13.

SUNDRIES.

The report of the Management of the Canadian Government Railways (Appendix II) contains in tabulated form the complete statements concerning the operation and maintenance of the Canadian Government railways, and should be referred to for details.

The report of the Accountant of the Department, Appendix I, will show all the revenue received and the expenditure incurred by the department in properly classified statements.

GRAND TOTALS OF EXPENDITURE AND REVENUE.

The grand total of the expenditure to March 31, 1919, amounts to $1,067,463,303.67, of which $890,503,207.64 was for railways, $171,432,799.73 for canals, and $5,527,296.30 for sundries.

The grand total of the revenue received to March 31, 1919, amounts to $331,117,775.47, of which $313,649,981.03 is from railways and $17,467,794.44 for canals.

TOLLS.

No tolls have been collected on the canals since the close of navigation in 1903.

V.—RAILWAYS IN OPERATION.

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney to Ste. Rosalie, in the province of Quebec, with running rights over the Grand Trunk railway from this point to Montreal.

On March 1, 1898, the operation of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec. was extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the Government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city; also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria Bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable in like terms of ninety-nine years each, forever; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway, from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1·33 miles, was surrendered to the Government.

In September, 1911, the branch line, 12·52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

The Intercolonial railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney, and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Quebec and Montreal.

The total length of the road operated during the year ended March 31, 1919, was 1,563·81 miles, including 5·95 miles for the Vale railway.

WINDSOR BRANCH RAILWAY.

This road runs from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., where it connects with the Dominion Atlantic railway. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of $22,500.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement dated March 18, 1915, ratified by the Act of 1915, chapter 16, and under Order in Council of May 12, 1915, this railway has been purchased by the Government, as part of the government railway system, for the sum of $270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 36·05 miles in length, and runs from Sackville to Cape Tormentine, New Brunswick, forming a connection between the Intercolonial railway and the new car ferry between Cape Tormentine, and Borden, Prince Edward Island.

This railway during the present has been operated as a part of District No. 3 of the Intercolonial railway.

PRINCE EDWARD ISLAND RAILWAY.

This railway extends the full length of the island, from Tignish, in the extreme northwest, to Elmira in the east, with branches to Borden, Murray Harbour, Georgetown and Souris.

The mileage in operation amounts to 276·29 miles of railway, and is of the narrow gauge of three feet six inches in width.

The distance from Charlottetown to Summerside and from Emerald Junction to Borden has been laid with a third rail making this part of the line available for the use of standard gauge rolling stock.

The connection with the mainland, across Northumberland strait, is made by the government-owned car ferry *Prince Edward Island,* which crosses the strait between Borden and Cape Tormentine, N.B.

The steamer *Northumberland* also crosses the strait from Summerside to Pointe du Chêne on the mainland. By the means of these ferries the Island railways are placed in direct connection with the Canadian Government Railways on the mainland.

The track to Cape Traverse for about one and one-half miles has been lifted and the line diverted to Borden, a station having been built at the first point to accommodate local traffic.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chapter 16, and under an Order in Council of August 27, 1914, a lease of this railway has been entered into by the Government for a term not exceeding five years, at an annual rental of $90,000, payable half-yearly, with option of purchase at any time within that period for the sum of $2,700,000. The road was taken over, as part of the Government railway system, on August 1, 1914. It is 111·30 miles in length, extending from the Intercolonial Railway at Campbellton, N.B., to St. Leonards, N.B., on the Edmundston Branch of the Canadian Pacific Railway. The line is equipped with telegraph and telephone owned by the company, and is satisfactorily built and completed in all details.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated March 5, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that on construction and equipment of certain sections, the Dominion would lease and operate the same.

The road extends from Centreville to Gagetown, 120·35 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways (Appendix II).

HUDSON BAY RAILWAY.

This railway will extend from The Pas, Manitoba, a point on the river Saskatchewan, where connection is made with the Canadian Northern Railway system, to Port Nelson, on the Western coast of Hudson bay. Tide tables of Hudson bay, Hudson strait and James bay have lately been prepared by the Naval Service Department.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake junction to Port Nelson, on December 17, 1912.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles.

The main line and sidings necessary for the operation of light traffic extend for 334 miles from The Pas to Kettle rapids on the Nelson river.

The railway was taken over from the contractor October 9, 1918, and has since been operated by the Canadian Government Railways' Management.

There remains a distance of 90 miles of line on which track has yet to be laid. The piers and abutments of the Kettle Rapids bridge are completed and the steel erected.

The work of constructing the railway terminus at Port Nelson is being carried on by the Department. The deep water development of this harbour consists of an artificially constructed island, about two-thirds of a mile from shore, on the outer edge of the tidal flats. It is connected with the main land by a bridge of seventeen spans. This island is one-half of a mile in length, and enclosed on three sides by crib-work, which has been partly filled, and partly back-filled, with gravel, rock, etc .

The preparation of a new set of charts of the Nelson River estuary was carried through. Surveys were made and the findings therefrom indicate very satisfactory conditions for navigation.

Further details of these works will be found in Appendix III, the report of the Chief Engineer of the Department.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas. The wireless station was closed temporarily at the end of the season.

The expenditure for the fiscal year ended March 31, 1919, was $562,557.80, making the total expenditure up to that date, $20,796,445.17.

VALE RAILWAY.

Under an Order in Council dated January 8, 1917, and authority of the Act of 1915, cap. 16, Geo. V, the Government has entered into an agreement with the Acadia Coal Co., Limited, for the leasing of the Vale railway for a period of ten years, at the rate of $1,200 a year from May 1, 1915, with the option of purchasing the railway at any time during the said period of ten years for the sum of $30,000.

This railway, which is about five and three-quarter miles in length, connects the coal mines at Thorburn, N.S., with the Intercolonial railway at New Glasgow.

The railway is operated by the Canadian Government Railways.

ST. MARTINS RAILWAY.

Under Orders in Council dated May 22, 1918, and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated July 18, 1918, was entered into between the Government and the St. Martins Railway Company for the purchase by His Majesty the King of the St. Martins railway for the consideration of $65,000, plus a release to the company of the outstanding accounts due the Canadian Government Railway system existing at June 1, 1918, and arising out of the operation of the company's line during the winter of 1917-18.

The railway joins the Intercolonial railway at Hampton, 22 miles from St. John, and runs southward to St. Martin's on the Bay of Fundy, a distance of thirty miles. It was taken over for operation as part of the Canadian Government Railways system on June 1, 1918.

The working expenses of the road during the fiscal year ended March 31, 1919, amounted to $45,930.81, and the revenue to $16,694.06. Further details on the operation of this railway will be found in Appendix II.

SALISBURY AND ALBERT RAILWAY.

Under Orders in Council dated May 22, 1918, and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated April 10, 1919, was entered into between the Government and the Salisbury and Albert Railway for the purchase of the line at the price of $75,000, plus the outstanding accounts due to the Canadian Government Railways, amounting to about $74,785.82.

This railway extends from Salisbury on the Intercolonial railway to Albert on Chignecto bay, a distance of forty-five miles, and has been operated since July 1, 1918, as part of the Canadian Government Railways system.

The working expenses of the road during the fiscal year ended March 31, 1919, amounted to $95,967.51, and the revenue to $44,472.

Further details concerning the operation of this railway will be found in Appendix II.

YORK AND CARLETON RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated August 29, 1918, was entered into between the Government and the York and Carleton Railway Company for the purchase of the York and Carleton railway for the consideration of $18,000, plus a release to the company from all claims in favour of the Canadian Government Railways system amounting to about $1,398.93, existing on June 1, 1918, and arising out of the operation of the company's line during the winter of 1917-18.

The railway, which is 10¼ miles in length, extends from Cross Creek on the Fredericton branch of the Canadian Government railways to Ryan Brook. The railway has been taken over and operated as part of the Government Railway system since June 1, 1918.

The working expenses of the road during the fiscal year amounted to $22,409.05, and the revenue to $6,954.35. Details relating to the operation will be found in Appendix II.

MONCTON AND BUCTOUCHE RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement was entered into between the Government and the Moncton and Buctouche Railway Company for the purchase, by His Majesty the King, of the Moncton and Buctouche railway for the consideration of $70,000 and a release to the company from all outstanding claims, amounting to about $42,026.27, existing up to and on June 1, 1918, when the Canadian Government Railway system took the line over for operation.

This railway is about 30 miles in length and extends from Moncton, N.B., to Buctouche on Northumberland strait.

The working expenses of the road amounted to $68,432.48, and the revenue to $32,610.20, during the last fiscal year.

Further details concerning operation will be found in Appendix II.

ELGIN AND HAVELOCK RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement was entered into between the Government and the Elgin and Havelock Railway Company for the purchase of the Elgin and Havelock railway by His Majesty the King for the consideration of $30,000, plus a release to the company from all claims existing on June 1, 1918, in favour of the Canadian Government Railway system, amounting to about $6,860.85.

This railway extends from Petitcodiac, westward, to Havelock, 12 miles, with a one-mile siding to Havelock Mineral Springs, and from Petitcodiac, southward, to Elgin, 14 miles.

The road was taken over for operation as part of the Canadian Government Railway system on June 1, 1918.

The working expenses of the railway during the fiscal year ended March 31, 1919, amounted to $48,343.40, and the revenue to $13,447.08.

Further details in connection with the operation of this road will be found in Appendix II.

REMARKS.

Owing to the fact that the several New Brunswick railways mentioned above have not a right of way of a definite width with clearly established boundaries, the province of New Brunswick passed an Act, 9 Geo. V, cap. 19, assented to April 15, 1919, to remedy this defect.

QUEBEC AND SAGUENAY RAILWAY.

Under the authority of the Acts of 1915, chapter 16, and 1916, chapter 22, an agreement dated July 25, 1916, was entered into by His Majesty the King and the Quebec and Saguenay Railway Company; the Quebec Railway Light and Power Company; the Lotbinière and Megantic Railway Company and the Quebec Railway Light, Heat and Power Company, for the purchase of the Quebec and Saguenay railway, described as extending from St. Joachim, Que., to Nairn Falls; the Lotbinière and Megantic railway, extending from Lyster to St. Jean des Chaillons, and the Quebec Railway, Light and Power Company's line extending from Quebec to St. Joachim.

The purchase price was to be the value thereof as determined by the Exchequer Court of Canada on certain basis set out in section 2 of the Act of 1916, chapter 22, and the date that the Government was to take the lines over fixed at June 30, 1916.

At the close of the fiscal year the Quebec and Saguenay Railway is the only railway of the above-mentioned lines yet taken over. This railway not being fully completed and the need of its being promptly completed being recognized, it was recommended by Mr. Gordon Grant, chief engineer of the Transcontinental Railway Commission, that the company's plan of contracting for the completion of the road with the original contractors, Messrs. O'Brien and Doheny, was the best and most reasonable way of completing the said railway.

Under authority of Orders in Council dated August 31, 1916, and February 15, 1917, an agreement was entered into by the Government with the contractors and the Quebec and Saguenay Railway to pay the contractors out of the parliamentary vote available for the work to be performed on the railway under the direction of the chief engineer of the Transcontinental Railway Commission, the contractors agreeing that in the event of the Government not wishing to proceed any further with the acquisition of the railway that they would, upon notice, repay to the Government the sums paid to them as above mentioned, and, that, in the case of the acquisition of the railway being completed, any payments made to them would be considered as part payment on the purchase price. The railway company agreed to repay the contractors should these be called upon to make a refund of the amounts paid as above mentioned, the whole without prejudice to the rights of the Government and the railway company under the legislation and agreement existing between them in relation to the acquisition of the railway.

Under this agreement there was paid to March 31, 1918, the sum of $1,703,589.90, and in 1918-19, $1,149,900.79.

Under authority of the Appropriation Act of 1918, chapter 22, and of Order in Council dated March 4, 1919, the railway was finally purchased, free and clear of all charges, at public sale, held March 4, 1919, in Montreal, for the sum of $3,489,313.53, making the total cost of the road to date $6,342,804.22.

The line extends from Cap Tourmente, P.Q., to Murray Bay wharf, 55 miles, and from this point to Nairn's Falls, 7·3 miles, a total distance of 62·3 miles. Cap Tourmente is 30·5 miles distant from the city of Quebec.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement dated July 29, 1903, ratified by the Dominion Act of that year, chapter 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chapter 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chapter 122, undertook certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the "Eastern Division," between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the "Western Division," between Winnipeg and the Pacific ocean. The "Eastern Division" has been constructed by the Government under commissioners appointed by the Governor in Council, and on completion was to be leased to and maintained and operated by the company, who undertook to construct at their own cost, and maintain and operate, the "Western Division." The lease of the "Eastern Division" was to be for a period of fifty years, at a rental of 3 per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than $20,000,000.

By the Act of 1912, chapter 39, the construction of the "Eastern Division," and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure.

By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the chairman of the commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chapter 43.

The several government expenditures on the "Eastern Division" were made from appropriations by Parliament for the purpose, on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities were furnished monthly.

Eastern Division—Moncton to Winnipeg.

Track laying between Moncton and Winnipeg was completed (with the exception of the Quebec Bridge) in November, 1913, the last spike being driven on the 17th of that month.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285·25 miles, between Moncton, N.B., and Escourt, Que., a point 54·85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455·15 miles.

On May 1, 1915, the National Transcontinental Railway from the city of Quebec to Winnipeg, a distance of 1,355·95 miles, was taken over for operation as part of the Canadian Government Railways system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior Branch between Lake Superior Junction, on the Transcontinental Railway, and Fort William, Lake Superior, 191·75 miles, was taken over for operation by the Canadian Government Railways, having been leased by the Government from the Grand Trunk Pacific Railway Company.

Authority for the leasing of this branch by the Government was given by the Act of 1915, chapter 18, which provided that any contract for leasing for more than five years, or for the acquisition of the branch, was to be subject to ratification by Parliament.

Under authority of an Order in Council of June 2, 1915, a contract was entered into, dated June 29, 1915, for leasing the branch for 999 years from May 1, 1915, at a rental of $600,000 a year, payable half-yearly, the first payment to be made on November 1, 1915. The contract provided for an option to the Government for the purchase of the branch for $13,333,333.33 at any time after March 31, 1936, on notice of one year; the lease to be ratified before June 1, 1920.

The whole railway between Moncton and Winnipeg is operated by the Canadian Government Railways, under the Act of 1914, chapter 43, the distance being 2,006·75 miles, including the Lake Superior Branch, 191·75 miles, and the two branches into Quebec City; namely: the Cadorna branch, 5·88 miles, and the Champlain Market branch, 6·48 miles. The Quebec Bridge, 0·61 mile, is not included.

Details of the expenditure and of the revenue will be found in the statements of the Comptroller and Treasurer of Government Railways herewith (Appendix II), and also in the statements of the Accountant, (Appendix I).

Western Division (Grand Trunk Pacific Railway).

The Western division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,748 miles, including the shore line of the terminal grounds.

It is divided into two sections, namely, the "Prairie Section" extending from Winnipeg, 915 miles to the east bank of Wolfe creek—a point 120 miles west of Edmonton, the capital of the province of Alberta, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of 3¼ miles around the water front of the city of Prince Rupert.

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914.

By way of assistance to the company in the construction of the "Western Division," it was provided that the Government should guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; but not to exceed $13,000 per mile in respect of the "Prairie Section," from Winnipeg to the eastern limit of the Rocky Mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second, dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the "Western Division," were made from time to time on certificates given by the Government chief engineer of this division, showing approved expenditure.

By the Act of 1909, chapter 19, authority was given for aiding in the completion of the construction of the "Prairie Section," by a loan to the company of $10,000,000, to be secured as collateral, subject to any prior lien, by a mortgage on the "Prairie Section" of the road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which was dealt with by the Department of Finance, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chapter 23, authority was given for a loan to the company not exceeding $15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, $15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

By the Act of 1913, chapter 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of £6,800,000, has been purchased by the Government.

By the Act of 1914, chapter 34, authority was given for the guarantee of the principal and interest of an issue of 4 per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding $16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final and satisfactory settlement of all claims by the company for further aid in respect of the construction of the "Western Division."

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), section 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for the completion of the "Western Division" shall be the 31st of December, one thousand nine hundred and fifteen." By section 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1915, chapter 4, George V, assented to April 8th, 1915, authority was granted for a loan of $6,000,000 to the Grand Trunk Pacific Railway against a pledge by the company of its guaranteed securities, issued in pursuance of the provisions of "The Grand Trunk Pacific Guarantee Act 1914." The loan was made against a pledge of $7,500,000 of 4 per cent Sterling Bonds, part of $16,000,000 guaranteed by the Government. This loan is repayable May 1, 1919. The first $2,000,000 of this loan is at the rate of 5 per cent, and the balance at 6 per cent per annum.

By the Act of 1916, chapter 29, 6-7 George V (appropriation Act No. 2), authority was granted for a loan of $8,000,000 at 6 per cent interest to the Grand Trunk Pacific Railway System to meet interest on securities and deficit on operation.

Under this Act loans to the amount of $7,081,783.45 were made. This loan is repayable on demand.

By the Act of 1917, chapter 7-8 George V (appropriation Act No. 4), authority was granted for a loan to the Grand Trunk Pacific Railway System, of $7,500,000 at 6 per cent interest, repayable on demand. This loan was authorized for the payment of interest on securities and deficit on operation. Under this Act loans to the amount of $5,038,053.72 were made.

By the Act of 1918, chapter 52, 8-9 George V (appropriation Act No. 2), authority was granted for a second loan of $7,500,000 at 6 per cent interest, to the Grand Trunk Pacific Railway System, repayable on demand. This loan was authorized for the payment of interest on securities, deficit on operation, for betterments, and the purchase of equipment. Under this Act loans to the amount of $7,471,399.93 were made.

The Western Division, including the Lake Superior Branch, is commonly called the "Grand Trunk Pacific Railway."

VI.—STATEMENT OF THE GRAND TRUNK PACIFIC RAILWAY SYSTEM.

DESCRIPTION OF THE RAILWAY.

The Grand Trunk Pacific Railway is composed of the Prairie Section and the Mountain Section of the Western Division of the National Transcontinental Railway, extending from Winnipeg, Man., to the sea port of Prince Rupert on the Pacific Ocean coast, and the Lake Superior Branch, extending from Port Arthur on lake Superior to its junction with the National Transcontinental railway, a distance of 194·44 miles. The Prairie Division is 913·82 miles and the Mountain Section 763·95 miles in length, making a total of 1,677·77 miles for the Western Division and a total of 1,872·21 miles including the Lake Superior Branch. The lines of railway leased amount to 3·80 miles and the lines operated under trackage rights to 112·50 miles. These lines are not included in the mileage of 1,677·77 of the Western Division mentioned above. The Lake Superior Branch is operated by the National Transcontinental railway under a lease for 999 years. The Western Division is entirely built from Winnipeg to Prince Rupert and has been in operation since 6th September, 1914.

GUARANTEES.

Under the authority of the Act of 1905, chapter 98, 3 per cent first mortgage bonds, maturing January 1, 1962, were guaranteed to the amount of £14,000,000 or..	$68,133,333 33
Secured by first mortgage on the Prairie and Mountain Section, under authority of the Act of 1914, chapter 34, 4 per cent sterling bonds maturing January 1, 1862, were guaranteed to the extent of..	16,000,000 00
This amount is guaranteed by mortgage on the Western Division of the Grand Trunk Pacific Railway; on the Lake Superior Branch; on the rolling stock of the Eastern Division of the National Transcontinental; also all the shares of the Grand Trunk Pacific Development Company, $2,999,000 fully paid-up; the Grand Trunk Pacific Branch Lines Company, $990,000, 20 per cent paid-up; the Grand Trunk Pacific Terminal Elevator Company, $500,000 fully paid-up; the Grand Trunk Pacific Telegraph Company, $98,800, 25 per cent paid-up. Of these 4 per cent sterling bonds $8,440,848 was sold and $7,500,000 issued as security on a loan of $6,000,000.	
The 2nd guarantee of 3 per cent bonds was accepted by the Grand Trunk Pacific Railway and the Grand Trunk Railway Company as releasing the Dominion from giving under Act of 1905, chapter 98, any further guarantees on construction account of the Western Division of the National Transcontinental Railway.	
Total..	$84,133,333 33

LOANS.

Under authority of the Act of 1909, chapter 19, secured by the pledge of 4 per cent bonds maturing April 1, 1919, themselves secured by a mortgage on the Prairie Section and also secured by the Grand Trunk Railway, a loan was made by the Government amounting to.. .. .. .. $10,000,000 00

Under authority of the Act of 1913, chapter 23, secured by 4 per cent debentures maturing July 1, 1923, guaranteed by the Grand Trunk Railway, such guarantee by them constituting a liability of the company in priority to all the share capital of the company whether preference, guaranteed, or ordinary stock, a loan was made by the Dominion amounting to.. .. .. 15,000,000 00

Secured by a pledge of $7,500,000 of 4 per cent sterling bonds, maturing January 1, 1962, authorized by the Act, Cap. 4, Geo. V, assented to April 8, 1915, an issue under the Act of 1914, amounting to $16,000,000, the following loans due May 1, 1919, have been made:—

Under authority of Order in Council dated September 5, 1914..	$2,000,000 00	
Under authority of Order in Council, dated September 26, 1914..	2,000,000 00	
Under authority of Order in Council, dated October 24, 1914.	1,000,000 00	
Under authority of Order in Council, dated November 20, 1914..	1,000,000 00	
		6,000,000 00

On the first loan the rate of interest is 5 per cent, for the next three loans, 6 per cent a year.

Under Appropriation Act No. 2, of 1916, a further loan of $8,000,000 at 6 per cent interest, was authorized, to pay interest on securities, deficit on operations and the purchase of rolling stock, secured by mortgage on the Western Division and the Lake Superior Branch, and also the shares of stock referred to in the guarantee of $16,000,000 mentioned above.

Accordingly the following sums were paid under authority of Order in Council, dated July 8, 1916.

Cert. No. 1—Interest.	$2,684,042 02	
Cert. No. 2—Misc. expenditure	524,282 45	
Cert. No. 3—Interest.	1,189,416 96	
Cert. No. 4— "	940,585 06	
Cert. No. 5— "	554,040 00	
Cert. No. 6— "	1,189,416 96	
		7,081,783 45

Under Appropriation Act No. 4, 1917, a further loan of $7,500,000 at 6 per cent interest was authorized on the same security as the above loan of $8,000,000. Under this appropriation the following payments were made:—

Certificate.	Purpose.	Date of O.C.	Amount.	
No. 1.	Interest.	Oct. 26, 1917..	$1,209,965 14	
No. 2.	"	Oct. 26, 1917..	403,380 00	
No. 3.	"	Oct. 26, 1917..	340,433 28	
No. 5.	"	Dec. 24, 1917..	1,189,416 96	
No. 6.	Equipment.	Jan. 17, 1918..	36,400 00	
No. 7.	"	Jan. 17, 1918..	23,400 00	
No. 8.	Interest.	Mar. 7, 1918..	940,585 06	
No. 9.	"	Mar. 26, 1918..	554,040 00	
No. 10.	"	Apr. 10, 1918..	340,433 28	
				5,038,053 72

Certificate No. 2 for the amount of $554,040 was approved and paid for to the amount of $403,380 only.

Certificate No. 4 was not approved of.

Under Appropriation Act No. 1, of 1918, a second loan of $7,500,000 at 6 per cent interest was authorized on the same security as the first two loans above. The following payments were made:—

Certificate.	Purpose.	Date of O.C.	Amount.	
No. 1.	Interest.	June 3, 1918..	$1,189,416 96	
No. 2.	"	Aug. 5, 1918..	940,585 06	
No. 3.	"	Sept. 12, 1918..	554,040 00	
No. 4.	"	Sept. 19, 1918..	359,196 41	
No. 5.	"	Oct. 4, 1918..	340,433 28	
No. 6.	Equipment.	Oct. 17, 1918..	500,000 00	
No. 7.	"	Nov. 13, 1918..	500,000 00	
No. 8.	Interest.	Dec. 19, 1918..	1,189,416 96	
No. 9.	Deficit in operations.	Jan. 9, 1919..	975,000 00	
No. 10.	Deficit in operations.	Feb. 17, 1919..	923,311 26	
				$ 7,471,399 93

LOANS.—*Concluded.*

Certificate No. 11 for $28,600.07, authorized by Order in Council, dated March 3, 1919, was not paid for.

The total of the loans as above amounts to..	50,591,237 10
The total sum of the guarantees and of the loans as above mentioned amounts to..	134,724,570 43

DOMINION GOVERNMENT'S INVESTMENT.

To March 31, 1919, the Dominion has invested in the Grand Trunk Pacific Railway System the following amounts:—

Loans..	$50,591,237 10
Purchase of 3 per cent 1962 bonds..	33,093,333 23
	$83,684,570 33
Interest due to March 31, 1919..	6,341,378 72
	$90,025,949 05

DOMINION GOVERNMENT'S LIABILITY.

This liability has been reduced as follows:—

By purchase of 3 per cent bonds. ..	$33,093,333 23	
By pledge of 4 per cent bonds, due May 1, 1919, received as security for loan of $6,000,000.	7,500,000 00	
		$40,593,333 23
Balance of bonds, still outstanding guaranteed by the Dominion..		$43,540,000 10

STATEMENTS OF BONDS, DEBENTURES, ETC., ISSUED BY THE GRAND TRUNK PACIFIC RAILWAY.

3 per cent mortgage bonds, maturing January 1, 1962, guaranteed by Dominion Government..	$ 68,133,333 33
4 per cent sterling bonds, maturing January 1, 1962, guaranteed by Dominion Government..	16,000,000 00
Total..	$ 84,133,333 33
4 per cent sterling bonds. Series A and B maturing April 1, 1955, amount £4,150,000 guaranteed by the Grand Trunk Railway Company..	$ 20,169,000 00
4 per cent first mortgage bonds, maturing April 1, 1955, guaranteed by the Grand Trunk Railway Company.. ..	7,533,000 00
4 per cent debentures, maturing July 1, 1923, guaranteed by the Grand Trunk Railway Company..	15,000,000 00
4 per cent mortgage bonds, maturing April 1, 1919, guaranteed by the Grand Trunk Railway Company	10,000,000 00
Total..	$ 52,702,000 00
4 per cent debenture stock, perpetual, guaranteed by the Grand Trunk Railway Company as to interest only on certain terms..	$ 50,000,000 00
$35,000,000 of this last stock has been issued and $15,000,000 pledged as security on seven-year 5 per cent notes guaranteed by the Grand Trunk Railway by endorsement for £2,000,000 sterling, sold at a discount for $9,720,000 par at $4,866 being..	$9.732,000 00

GUARANTEES.

Total amount of bonds guaranteed by Dominion Government as above..	$ 84,133,333 33
Total amount of bonds and notes guaranteed by the Grand Trunk Railway Company as above, not adding in 4 per cent perpetual debenture stock, guaranteed as to interest only, as shown above..	62,434,000 00
Loans, guaranteed, as shown in a previous statement..	50,591,237 10
Total..	$113,025,237 10
Interest due on above to March 31, 1919, and still unpaid for.	6,341,378 72
Total..	$119,366,615 82
Interest on perpetual 4 per cent debentures..	?
Total..	$119,366,615 82

BONDS AND DEBENTURES OWNED BY OR PLEDGED TO THE DOMINION GOVERNMENT.

3 per cent bonds, maturing January 1, 1962, and purchased under authority of Act of 1913, chapter 24..	$ 33,093,333 33
Bonds and debentures pledged to the Government as security loans:—	
4 per cent debentures, maturing July 1, 1923..	15,000,000 00
4 per cent mortgage bonds, maturing April, 1919..	10,000,000 00
4 per cent sterling bonds, maturing 1962..	7,500,000 00
	$ 65,593,333 33

GRAND TRUNK PACIFIC RAILWAY SYSTEM RECEIVERSHIP.

Following a letter dated March 4, 1919, from Frank Scott, Esq., Vice-President and Treasurer of the Grand Trunk Pacific Railway System, stating that it would not be possible for the Grand Trunk Pacific Railway System to continue its operations after March 10, 1919, an Order in Council, dated March 7, 1919, was passed appointing the Minister of Railways and Canals as Receiver for the Grand Trunk Railway System.

In this Order in Council the Grand Trunk Pacific Railway System is defined in clause "1" as follows:—

1. The lines of railways and their appurtenances and the undertaking and works of the Grand Trunk Pacific Railway Company; of the Grand Trunk Pacific Branch Lines Company, and of the Grand Trunk Saskatchewan Railway Company.

2. The lines of telegraph and their appurtenances and the undertaking and works of the Grand Trunk Pacific Telegraph Company.

3. The steamships, vessels and their appurtenances and the undertaking and works of the Grand Trunk Pacific Steamship Company.

4. The properties, hotels, and appurtenances and the undertaking and works of the Grand Trunk Pacific Development Company.

An Order in Council dated March 13, 1919, also includes with the above,—

The properties, elevators, terminals, appurtenances and the undertaking and works of the Grand Trunk Pacific Terminal Elevator Company, Limited.

The Order in Council of March 7, 1919, defines the powers of the Receiver as follows:—

> "2. The Minister of Railways and Canals is hereby appointed Receiver of the Grand Trunk Pacific Railway System, and such Receiver shall have and exercise with respect to the said system and every part thereof and to the companies included therein, powers and duties similar to those of a Receiver under section 26 of the Exchequer Court Act."

The Receiver, by the same Order in Council, was authorized to take possession of the system, as above defined, on March 10, 1919, or on such earlier day as the Grand Trunk Pacific Railway System or any company included in the system may cease to operate efficiently its undertaking and works or any portion thereof.

Clause 9 of the Order in Council limits the responsibility of the Government of Canada and of the Receiver as follows:—

> "9. Nothing in this order contained, and nothing done or to be done under the authority hereof, shall render the Government of Canada or the Government Receiver, or any one acting under the authority of the Government Receiver, or of the Exchequer Court, liable to the Grand Trunk Railway Company of Canada, or to any company included in the Grand Trunk Pacific Railway System, or to any creditor, or holder of any bonds, debentures, debenture stock or other securities of the said companies or any of them, for any claim by reason of the making of this order, or of anything done or to be done under the authority hereof, or under the authority of the Government Receiver or of the Exchequer Court, nor shall afford any defence to, nor shall prejudice any claim, action, or proceeding of the Government of Canada which the Government might lawfully make or take had this order not been made."

The Receiver, as such, and under above mentioned authority, took possession of the Grand Trunk Pacific Railway System on Monday March 10, 1919, at one o'clock.

Up to March 31, 1919, under authority of the Order in Council of March 10, 1919, the Dominion has advanced to the Receiver the sum of $500,000 for the purpose of keeping the railway in operation.

The Orders in Council of March 7 and 13, 1919, referred to above, were later confirmed by an Act of Parliament, assented to June 6, 1919.

At the date of March 9, 1919, the Grand Trunk Pacific Railway System is reported to have been operating a mileage of 1,988·51 miles, of which 1,872·21 are owned, 3·80 miles leased and 112·50 miles operated under trackage rights.

VII.—QUEBEC BRIDGE.

The expenditure during the fiscal year amounted to $656,761.79. The total expenditure by the department on the reconstruction of the bridge amounts to $14,832,623,64. Other expenditure during previous years, such as $534,655.14, paid under the head of "Income"; $374,353.33 paid for subsidies during 1901, 1902, and 1903; and the sum of $6,975,266.20, paid by the Finance Department, less the sum of $100,000, received from the Phœnix Bridge Company, bring the total expenditure to the sum of $22,616,898.31. The accountant, in his report, page 19, Appendix I, shows fuller details of the above expenditure.

The total length of the bridge is 3,240 feet, or over three-fifths of a mile.

The first train crossed the bridge December 3, 1917, and since this date traffic on the bridge has been continuous.

Appendix IV, Report of the Chairman of the Board of Engineers, gives the details of the work done for completion of the bridge.

The bridge was taken over from the contractors and accepted as complete on the 18th of November, 1918.

VIII.—WELLAND SHIP CANAL.

This important work has for its object greater and better accommodation for a larger class of vessels than those that can be used on the present Welland canal.

The present canal lies between Port Colborne, lake Erie, and Port Dalhousie, lake Ontario. Its length is 26¾ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

The proposed Welland Ship Canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half-way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea-level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes, 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-footh depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in lake Ontario will be placed about 1½ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into nine sections, of which section No. 1, approximately 3 miles, at the lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately 4½ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913.

In view of existing war conditions, contract work on the canal was suspended under notices served in January, 1917, and only maintenance work carried on up to January, 1919.

After the armistice it was decided to resume construction again and in January, 1919, contracts were entered into for the resumption of work on sections 1, 2, 3, and 5, on a "cost plus" percentage basis.

During the fiscal year the sum of $1,823,875.96 was spent on capital account, making the total expenditure under this head, $16,752,845.54.

IX.—HALIFAX DISASTER AND RESTORATION.

In the disaster at Halifax, on December 6, 1917, fifty-six employees and ten pensioners of the Canadian Government Railways were killed. Two employees afterwards died from injuries received in the explosion; thirty of the employees were killed while on duty.

Of the one thousand and seventy-eight employees of the railway living in Halifax and Dartmouth at the time of the explosion, investigation showed that only one hundred and fifty-seven were comparatively unaffected by the disaster. One hundred and seven who owned their own homes, and one hundred and sixty-five who were tenants, had their property totally destroyed; four hundred and thirty-two had properties more or less damaged, requiring, at least, considerable repairs.

Removing the wreckage, clearing track and replacing electrical lines throughout the Richmond yard and North Street station, it was estimated, would cost $100,000.

One hundred and three Canadian Government Railways' passenger cars, and nine of other lines, were damaged to the extent of $60,000; thirty-seven Government Railways' freight cars, and fifty-six of other lines were destroyed; the estimated damage was $50,000. One hundred and twenty Canadian Government Railways' freight cars, and two hundred and twenty-two of other lines were damaged for approximately $54,000; four Canadian Government Railways' locomotives suffered damages estimated at $6,000; the Canadian Government steamer *McKee* was also damaged for about $70,000; the damages at the Willow Park Shops were estimated at $130,000; piers Nos. 2, 3, and 4, and the adjacent freight sheds and other buildings were much damaged; the elevator was also damaged; the piers at Richmond were all wrecked, and some totally destroyed. Pier No. 9 was repaired as soon as possible.

In order to obtain relief quickly from the effects of the damage to the various shipping facilities, the construction of the two large sheds on pier "A," at the Ocean Terminals Site, was rushed to completion.

The estimated damages are as follows: to H.M.C. dockyards, $205,000; to the Canadian Government Railways' property, $1,250,000.

A special report on the restoration is made in the General Manager's report, Appendix II.

It has been estimated that the material damage to property in the city of Halifax, the town of Dartmouth, and the surrounding municipal districts, is over $16,000,000. The chairman of the commission has reported that the total loss of life through the disaster was probably one thousand eight hundred, and would probably reach two thousand, or even more, making this disaster one of the greatest in the national history of Canada.

The actual expenditure for Restoration on account of Canadian Government Railways for the fiscal year amounted to $335,384.68, making a total expenditure of $1,181,690.21 to March 31, 1919.

In addition to the above, an expenditure of $200,122.50 was made on account of repairs to buildings, etc., at H.M.C. Dockyard, making a total expenditure of $330,928.69 on this account to March 31, 1919, which amount has been collected from the Department of Naval Service.

The balance of work necessary to repair damage caused to Canadian Government Railways property by disaster at Halifax, N.S., on December 6, 1917, was completed in the year 1918-19, and the staff disbanded.

X.—RAILWAY SUBSIDIES.

Information as to subsidized railways is given in the statements of the accountant of the department, which will be found in the appendix hereto, Part I. The accountant's statements show all payments made since the beginning of the system of railway subsidies in the year 1883-84.

The payments made on subsidy account during the year ended March 31, 1919, amounted to $218,805.32.

XI.—CANADIAN NORTHERN RAILWAY.

ACQUISITION AND TRANSFER OF THE CAPITAL STOCK.

In 1913, as authorized by clauses Nos. 8 and 9 of Act 3-4 George V, chapter 10, the Canadian Northern Railway Company was authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, fully paid up and non-assessable, seventy thousand shares of the common stock of the Canadian Northern Railway Company, upon the consideration of the Governor in Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company certain subsidies on a mileage of railway to be built not exceeding 1,170 miles. This stock was duly transferred.

In 1914, as authorized by clause 5 of Act 4-5 George V, chapter 20, three hundred and thirty thousand fully paid up shares of the par value of one hundred dollars of the Canadian Northern (as defined by the Act) were transferred to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, in consideration of the guaranteeing of the payment of the principal and interest of the bonds, debentures, etc., of the Canadian Northern to an amount not exceeding $45,000,000.

By clause No. 12 of the same Act, the capital stock of the Canadian Northern was fixed at the sum of one hundred million dollars, subject to increase by Parliament of Canada only. For the purposes of exchanging convertible debentures stock for common stock, the right of which is secured by trust deed to certain trust companies, a further issue of common stock not to exceed twenty-five million dollars might be also issued on such terms as contained in the Act of 1914, 4-5 George V, chapter 20.

At the last session of Parliament, an Act (chapter 24, 7-8 George V), assented to on the twentieth day of September, 1917, was passed, authorizing the acquisition by His Majesty of the capital stock of the Canadian Northern Railway Company. Under the terms of this Act, and as authorized by an order in council dated the fifteenth day of November, 1917, an agreement dated the first day of October, 1917, was entered into by His Majesty, represented by the Minister of Finance and the Minister of Railways and Canals, Mackenzie, Mann and Company, Limited, called "the owners," and the Canadian Bank of Commerce, called "the pledgees," for the purchase and sale of all their holdings in six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value $60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares, the price to be determined by arbitration.

Under authority of an order in council dated the seventeenth day of October, 1917, Sir William Ralph Meredith, Chief Justice of Ontario, was appointed to represent the Government of Canada on the Board of Arbitration.

At the first meeting of the board at Toronto, January, 18, 1918, Mackenzie, Mann and Company, Limited, represented by Sir William Mackenzie, president, and the Canadian Bank of Commerce by Sir B. E. Walker, president, appointed Hon. William Nesbitt, K.C., as one of the arbitrators. Sir William Meredith then announced that Hon. Robert E. Harris, justice of the Supreme Court of Nova Scotia, had been appointed as third arbitrator.

Up to March 31, 1918, the board had held twenty-five sittings, and at the close of the fiscal year their labours were yet to be completed.

The agreement between His Majesty; Mackenzie, Mann and Company, Limited, and the Bank of Commerce, is printed in full in Appendix VI, Annual Report of 1918.

After application had been made by the Canadian Northern Railway for the assistance authorized by section three of the said Act, an Order in Council, dated the 15th day of November, 1917, was passed, authorizing the Minister of Finance to give the assistance provided for in the Act (chapter 24, 7-8 George V) on and after the transfer of at least five-sixths of the 600,000 shares, and to make advances out of the Consolidated Revenue Fund up to and not exceeding twenty-five million dollars, such payment to be made only as certified by the financial comptroller of the Department of Railways and Canals, and approved by the Minister of Finance; such advance to be for the purpose of paying and settling any indebtedness of the company.

Under the authority of the above mentioned Order in Council, and 510,000 shares having been duly transferred to the Minister of Finance in trust for His Majesty, certificates were issued by the Financial Comptroller of the Department of Railways and Canals to the amount of $25,000,000, and paid by the Minister of Finance.

The arbitration not having been completed on March 1, 1918, according to the term of the agreement, subsequent agreements authorized by Order in Council were made extending the time for completion to June 1, 1918.

On the 31st of May, 1918, the arbitrators gave their award, and gave the value of the 600,000 shares of stock as being $10,800,000.

Under authority of the Order in Council, dated September 7, 1918, the sum of $8,500,000 was paid to Mackenzie, Mann and Company, Limited, and the Canadian Bank of Commerce, for 510,000 shares.

The purchase of the remaining 90,000 shares was authorized by an Order in Council, dated October, 1918.

Following the purchase of all of the common stock of the Canadian Northern Railway, under authority of an Order in Council, dated November 20, 1918, the Board of Directors of this railway was appointed a board of management of the

Canadian Government Railways, and given the powers vested in the general manager, under the regulations adopted under authority of an Order in Council, dated January 22, 1914.

On the 20th day of December, 1918, an Order in Council was passed, directing and authorizing the Board of Directors of the Canadian Northern Railway Company to use, as a collective and descriptive designation, the name "Canadian National Railways" for the lines of railway and railway properties controlled or operated by the board.

At the close of the fiscal year, the Minister of Finance and Receiver General of Canada held, in trust for His Majesty, 984,000 fully-paid-up and non-assessable shares of the common stock of the Canadian Northern Railway Company, amounting to $98,400,000, par being $100 a share, for which the sum of $9,733,333.24 has been paid, and steps have been taken in the purchase of the last 16,000 shares, which are held by the province of British Columbia.

CANADIAN NORTHERN RAILWAY SYSTEM.

DESCRIPTION.

This transcontinental railway system had its inception in 1889, when a railway charter passed by the Manitoba Legislature provided for the construction of the Lake Manitoba Railway and Canal Company's railway. This charter, however, was not acted upon until 1896, when it was purchased by Messrs. Mackenzie and Mann, who immediately commenced the construction of the line from Gladstone to Winnipeg, a distance of 123·4 miles. This line was put in operation January 3, 1897.

In the same year construction was started on the line east from Winnipeg to the Great Lakes. This road is known as the Manitoba and South Eastern railway, and on November 28, 1898, part of the line was put in operation from St. Boniface to Marchand, a distance of 45·4 miles, making a total of 168·8 miles in operation.

On November 15, 1899, the line from Sifton Junction to Swan river, 83·8 miles, was opened, making 252·6 miles in operation at the end of 1899.

In 1900 the Swan River line was opened to Erwood, 92·5 miles, also the line from Gilbert Plains to Grand View, 26·6 miles. During this year, the Port Arthur, Duluth and Western railway from Port Arthur to Gunflint, 86·7 miles, was purchased. This brought the total mileage to 564·5 at the end of 1900, and the Canadian Northern railway was then brought into existence for the control of the lines already constructed and also for future developments.

In 1901 the company leased the Northern Pacific line in Manitoba.

In 1902, the Manitoba and South Eastern railway was completed to Stanley Junction, adding 211·5 miles to the system.

In 1903, the Great Northern railway of Canada and the Chateauguay and Northern railway in the province of Quebec, and the Central railway in Nova Scotia were acquired, adding 343·8 miles more.

In 1904, the above lines, with the mileage constructed throughout Canada, gave 1,932·3 miles in operation.

In 1905, the main line was opened from Kamsack to Edmonton, adding 546·3 miles to the system. The Halifax and South Western railway, 99·4 miles, was opened for operation.

In 1906, the company purchased the Qu'Appelle, Long Lake and Saskatchewan railway from Regina to Prince Albert, adding 249·3 miles to the system. The line from Toronto to James Bay Junction, 146·9 miles, was opened, and the Halifax and Yarmouth railway, 50·2 miles, from Yarmouth to Barrington, and the Middleton and Victoria Beach railway, 39·4 miles, purchased.

In 1907, the Halifax and South Western railway was completed to Liverpool, N.S.

In 1908, the Quebec and Lake St. John railway was acquired, also the lines of the Niagara, St. Catharines and Toronto railway.

In 1909, the company acquired the Duluth, Rainy Lake and Winnipeg railway from Fort Francis to Virginia, 98 miles, and also the Central railway of Ontario. At the end of the year, the system had in operation 4,858·8 miles of railway.

In 1910, the Bay of Quinte railway was acquired, also the Brockville, Westport and Northwestern railway, and the Irondale and Bancroft railway.

In 1911, the branch from Virginia to Duluth, U.S.A., was opened, giving through connection between Duluth to Winnipeg, Man.

In 1912 the extension from Edmonton to Athabaska Landing, on the Mackenzie river, was opened.

In 1913 and 1914, over 800 miles of line were constructed and put in operation.

The system, at the end of 1914, operated over 7,403 miles of railway.

In 1915, there was a mileage of 6,394·3 miles of western lines, and 2,967·5 of eastern lines, a total of 9,361·8 miles in operation.

By 1916, the system had become a transcontinental railway with a great future; but owing to financial conditions caused by the Great War, only a moderate expansion of the system as to railroad building took place, which condition prevailed up to the end of 1917, when the system is reported as being 9,513 miles in length; 3,211 miles of main line, and 6,302 miles of branches.

In 1917, the Dominion Government bought the common stock of the Canadian Northern Railway as from the date of September 30, 1917, since which the Canadian Northern Railway System has been operated by a board of management appointed by the Government of Canada.

In 1918-19, the system is reported as owning 9,067·5 miles of railway, and operating 9,414·8, not including the joint running rights over 151·7 miles, a total of 9,566·5 miles.

The following is a statement of the mileage in operation by periods of five years:—

	Miles.		Miles.
1899..	252·6	1909..	4,858·8
1904..	1,932·3	1914..	7,403·1
		1919..	9,067·5

The system operates 347·3 miles of the Northern Pacific railway in Manitoba, and has running rights on 151·7 miles of other railways, giving a total mileage in operation of 9,566·5 miles.

It is reported that the system is serving centres containing 90 per cent of the total urban population in the province of Alberta; 97 per cent of the population of towns and cities in the province of Saskatchewan having more than 1,000 population, and also 97 per cent of points of similar size in the province of Manitoba.

The eastern lines have been constructed to reach the principal manufacturing centres of Ontario and Quebec with a minimum of mileage, and with the line to Hamilton built, the railway has lines in cities containing 60 per cent of the urban population, and producing 70 per cent of the total manufactured products of all the provinces.

In British Columbia, the main line serves all the points between the provincial boundary line at the Yellowhead pass and the Pacific ocean by way of Kamloops, New Westminster and Vancouver.

GRADIENTS.

From Montreal to Winnipeg, the maximum grade is six-tenths of one per cent, except for a distance of 60 miles west of Port Arthur, where it is one per cent.

The line is almost level from Winnipeg to Dauphin, 178 miles, and except for a short distance of one mile, where there is a one per cent grade, and another where there is for a short distance a grade of six-tenths of one per cent, the grade to the summit of the Rockies, and to 60 miles beyond, is five-sixths of one per cent.

From Albreda to the coast, the grade is four-tenths of one per cent.

Coming eastward from the coast, except for a distance of about 50 miles in the Rockies, where the grade is seven-tenths of one per cent in places, the grade to Port Arthur is generally about five-tenths of one per cent. From Port Arthur to North Bay, a distance of 660 miles, the grade is four-tenths, which is a great advantage considering the heavy traffic eastward-bound. The grade from this point to Montreal is also four-tenths, except for a distance of 10 miles east of North Bay, where the grade is five-tenths.

It is important to note that the grades are easier for eastward-bound traffic, which traffic is considerably the heaviest.

When the "Inaugural Special" crossed the continent in 1915, the value of low gradient was shown by one ordinary locomotive hauling a train of fifteen heavy coaches, mostly sleeping cars, through to the Pacific coast, without the slightest evidence of trouble. This train, at the time, was the heaviest ever hauled across the Rocky mountain range by an ordinary locomotive.

MILEAGE.

STATEMENT OF MILEAGE AT DATE OF JUNE 30, 1917, BY PROVINCES.

Province.	Main line.	Branches.	Total
Alberta	436	830	1,266
British Columbia	513	27	540
Manitoba	364	1,631	1,995
Nova Scotia	....	370	370
Ontario	1,248	974	2,222
Quebec	206	479	685
Saskatchewan	400	1,820	2,220
	3,167	6,131	9,298
State of Minnesota	44	171	215
	3,211	6,302	9,513

There is also in operation 61·6 miles of electric railways, all in the province of Ontario.

GENERAL REMARKS.

The greatly increasing weight of train loads in modern railroading practice necessitated that the main line be constructed to a standard that would obviate forever the revisions of grades or replacement of rails. These on the main line are of 80-pound steel. The possession of favourable grades gives the line great economy of operation, especially in carrying the two commodities offering the greatest volume, namely, lumber from the Pacific slope, and grain from Western Canada and the prairies to the Atlantic seaboard.

The main line from Montreal to Vancouver, where weight of rail is 80 pounds, is superior to any line crossing the continent of America in point of grades and curvatures favouring traffic, and it is an established fact that the railway must assume a commanding position when traffic has grown sufficiently for the use of heavy train loads. The fact of the system being transcontinental makes the railway less dependent on the grain crop than was the case formerly, as it is bound to have necessarily a more diversified traffic at more remunerative rates.

CONSTITUENT AND SUBSIDIARY COMPANIES COMPRISED IN THE CANADIAN NORTHERN RAILWAY SYSTEM.

Constituent Companies.

The Canadian Northern Railway Company.
The Canadian Northern Ontario Railway Compnay.
The Canadian Northern Quebec Railway Company.
Mount Royal Tunnel and Terminal Company, Limited.
Canadian Northern Pacific Railway Company.
Canadian Northern Alberta Railway Company.
Canadian Northern Western Railway Company.
The Canadian Northern Saskatchewan Railway Company.

The Canadian Northern Manitoba Railway Company.
Duluth, Winnipeg and Pacific Railway Company.
Duluth, Winnipeg and Pacific Railroad Company.
Duluth, Rainy Lake and Winnipeg Railway Company.
Central Ontario Railway.
The Halifax and South Western Railway Company.
The Bay of Quinte Railway Company.
The Irondale, Bancroft and Ottawa Railway Company.
The Marmora Railway and Mining Company.
The Northern Consolidated Holding Company, Limited.
The Quebec and Lake St. John Railway Company.
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.
The Minnesota and Manitoba Railroad Company.
The Bessemer and Barry's Bay Railway Company.
The Toronto, Niagara and Western Railway Company.
The James Bay and Eastern Railway Company.
The St. Charles and Huron River Railway Company.
The Toronto Eastern Railway Company.
The Toronto Suburban Railway Company.
The Niagara, St. Catharines and Toronto Railway Company.
Canadian Northern System Terminals (Limited).
The Minnesota and Ontario Bridge Company.
The Lake Superior Terminals Company, Limited.

Subsidiary Companies.

The Canadian Northern Telegraph Company.
The Great North Western Telegraph Company of Canada.
The Winnipeg Land Company, Limited.
St. Boniface Western Land Company.
The Canadian Northern Railway Express Company, Limited.
The Canadian Northern Express Company.
Canadian Northern Steamships, Limited.
The Niagara, St. Catharines and Toronto Navigation Company, Limited.
Canadian Northern Rolling Stock, Limited.
The Imperial Rolling Stock Company, Limited.
The Canadian Northern Transfer Company, Limited.
Toronto Dwellings, Limited.
Canadian Northern Realties, Limited.
Federal Properties, Limited.

CANADIAN NORTHERN.

CONSOLIDATED.

ASSETS. AT DECEMBER 31, 1918.

	$ cts.	$ cts.
Investments—Property investment—		
Investment in road and equipment including discount on funded debt ..	488,528,408 94	
Acquired securities. Schedule A.	46,372,891 71	
Terminal and other properties..	6,254,155 92	
		541,155,456 57
Cash in trust accounts held in respect of construction work, sinking funds and other special accounts—		
Dominion Government..	1,443,816 68	
Province of Manitoba..	47,977 47	
Province of Saskatchewan..	1,202,825 24	
Province of Alberta..	2,333,064 77	
Province of Ontario..	216,504 60	
Province of British Columbia..	2,451,090 06	
Sinking funds..	299,065 09	
National Trust Company..	3,331,377 61	
British Admiralty..	281,461 32	
British Empire Trust Company (trustees account)..	19,948 41	
National Trust Company on account of land sales..	2,180,066 66	
Pennsylvania Company re Equipment Series A, 1918..	2,984,664 10	
		16,791,862 01
Lands unsold..		19,602,525 00
National Trust Company certificates re Land grant bonds issue, 1899 (these held by bank as collateral to loans)..		1,657,500 00
Other investments (at cost)..		2,979,059 20
Current assets—		
Cash in bank..	2,885,162 91	
Balance due from agents, station balances, etc. (net)..	3,061,619 62	
Miscellaneous accounts receivable.. ..	8,464,744 35	
Deferred payments on account of land sales and accrued interest..	6,607,961 63	
Materials and supplies on hand as per books..	6,996,270 01	
		28,015,758 52
Deferred charges—		
Proportion of discount on funded debt.	800,067 79	
Insurance premiums paid in advance..	476,260 62	
Unadjusted debits (net balance).. ..	780,579 88	
		2,056,908 29
Advance by the Canadian Northern Railway Company to affiliated companies, per contra..		10,494,459 41
		622,753,529 00

NOTE.—The Ontario Government questions the title of the Canadian Northern Ontario Railway to the lands granted in respect of construction of lines in Ontario which are valued by the company at $6,000,000.

RAILWAY SYSTEM.

BALANCE SHEET.

LIABILITIES AT DECEMBER 31, 1918.

		$ cts.	$ cts.
Capital stock—Common..			100,000,500 00
Capital stock—Affiliated companies..		75,429,500 00	
Less—Held in treasury..		69,514,300 00	
			5,915,200 00
			105,915,700 00
Long term funded debt—			
Canadian Northern Railway Company, Schedule B..		128,543,062 19	
Affiliated companies, Schedule. C		125,186,538 42	
		253,729,600 61	
Five per cent income charge convertible debenture stock..		24,999,500 00	
Equipment trust obligations..		15,141,000 00	
			293,870,100 61
Short term loans secured by collateral or mortgage—			
Demand and short term loans..			166,355,148 32
Current liabilities—			
Audited vouchers and other floating liabilities..		13,173,091 02	
Pay rolls..		2,971,076 44	
Interest matured (since paid)..		2,305,133 41	
Accrued interest on bonds loans and equipment securities—			
Operating..	$2,964,616 17		
Construction..	171,356 44		
		3,135,972 61	
Taxes accrued..		909,657 67	
			22,494,931 15
Reserves—			
Steamship replacement fund..		3,315,795 68	
Equipment replacement fund..		1,674,024 15	
Insurance fund..		701,145 07	
			5,690,964 90
Advances to affiliated companies by Canadian Northern Railway Company, per contra..			10,494,459 41
Surplus..			17,932,224 61
			622,753,529 00

C. E. Friend,
Comptroller.

We have examined the books and records of the Canadian Northern Railway System for the fifteen months ending December 31, 1918, and we certify that in our opinion the above balance sheet is properly drawn so as to exhibit a true and correct view of the affairs of the system at December 31, 1918, and is in accordance with the books and the explanations and information given us.

Webb, Read & Company,
Chartered Accountants

Toronto, Ont., July 7, 1919.

CANADIAN NORTHERN RAILWAY SYSTEM.

INCOME STATEMENTS.

INCOME STATEMENT, THREE MOUTHS TO SEPTEMBER 30, 1917.

	$ cts.	$ cts.
Revenue..	10,591,807 57	
Subsidiary miscellaneous earnings	459,231 66	
		11,051,039 23
Working expenses..	8,667,867 95	
Taxes, rentals, joint facilities, etc.	465,531 47	
		9,133,399 42
Net earnings..		1,917,639 81
Fixed charges—Canadian Northern Railway..	1,672,056 91	
Fixed charges—Affiliated companies.	1,068,641 09	
Interest on demand and short term notes—		
Government..	346,759 67	
Other..	714,828 70	
		3,802,286 37
Deficit carried to profit and loss statement.		1,884,646 56

INCOME STATEMENT, THREE MONTHS TO DECEMBER 31, 1917.

	$ cts.	$ cts.
Revenue..	11 264,978 56	
Subsidiary miscellaneous earnings..	361,566 21	
		$11,626,544 77
Working expenses..	9,853,944 56	
Taxes, rentals, joint facilities, etc..	326,934 21	
		10,180,878 77
Net earnings..		1,445,666 00
Fixed charges—Canadian Northern Railway..	1,915 196 47	
Fixed charges—Affiliated companies.	1,058,807 12	
Interest on demand and short term notes—		
Government..	449,332 61	
Other..	356,382 33	
		3,779,718 53
Deficit carried to profit and loss statement.		2,334,052 53

INCOME STATEMENT, FISCAL YEAR ENDING DECEMBER 31, 1918.

	$ cts.	$ cts.
Revenue..	47,310,011 91	
Subsidiary miscellaneous earnings..	1,752,700 59	
		49,062,712 50
Working expenses..	44,062,949 94	
Taxes, rentals, joint facilities, etc.	1,599,325 32	
		45,662,275 26
Net earnings..		3,400,437 24
Fixed charges—Canadian Northern Railway..	6 875,465 58	
Fixed charges—Affiliated companies..	4,301,207 57	
Interest on demand and short term notes—		
Government..	3,926,279 61	
Other..	2,795,294 22	
		17,898,246 98
Deficit carried to profit and loss statement.		14,497,809 74

CANADIAN NORTHERN RAILWAY SYSTEM.

PROFIT AND LOSS STATEMENTS.

PROFIT AND LOSS STATEMENT, AT SEPTEMBER 30, 1917.

	$	cts.	$	cts.
Deficit on income account..	1,884,646	56		
Discount etc., on funded debt..	49,687	25		
Reserve for bad or doubtful debts..	400,000	00		
	2,334,333	81		
Less—				
Delayed income, debits and credits, credit balance..	121,175	07		
	2,213,158	74		
Adjustment of land sales..	164,687	03		
Net deficit..			2,377,845	77
Surplus brought forward..			37,321,946	08
Total surplus to profit and loss..			34.944,100	31

PROFIT AND LOSS STATEMENT, AT DECEMBER 31, 1917.

	$	cts.	$	cts.
Deficit on income account..	2,334,052	53		
Discount, etc., on funded debt..	99,115	69		
	2,433,168	22		
Less—				
Delayed income, debits and credits, balance..	65,045	82		
Net deficit..			2,368,122	40
Surplus brought forward..			34,944,110	31
Total surplus to profit and loss (page No. 16)			32.575,977	91

PROFIT AND LOSS STATEMENT, AT DECEMBER 31, 1918.

	$	cts.	$	cts.
Deficit on income account..	14 497,809	74		
Discount, etc., on funded debt..	694,624	97		
Taxes accrued to December 31, 1918.. ..	409,657	67		
Adjustment interest on D.R.L. and Wpeg. Ry. bonds included in D.W. and P. Ry. account in C.N.R. Accrued interest statement September 30, 1917..	24,999	99		
	15,627,092	37		
Less—				
Delayed income, debits and credits, credit balance..	47.237	24		
	15,579,855	13		
Adjustment of land sales..	936,101	83		
Net deficit..			14,643,753	30
Surplus brought forward..			32,575,977	91
Total surplus to December 31, 1918, carried to balance sheet..			17,932,224	61

CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT OF ACQUIRED SECURITIES.

SCHEDULE A.

The Minnesota and Ontario Bridge Company—	
4½ per cent first mortgage debenture bonds	180,000 00
Capital stock	100,000 00
The Minnesota and Manitoba Railway Company—	
5 per cent general mortgage bonds	250,000 00
Capital stock	400,000 00
The Lake Superior Terminals Company, Limited—	
5 per cent mortgage gold bonds	2,000,000 00
Capital stock	500,000 00
The Canadian Northern Telegraph Company—	
5 per cent general mortgage bonds	2,000,000 00
Capital stock	500,000 00
The Winnipeg Land Company, Limited—	
5 per cent first mortgage gold bonds	300,000 00
Capital stock	100,000 00
The St. Boniface Western Land Company—	
5 per cent first mortgage bonds	750,000 00
Capital stock	250,000 00
The Edmonton and Slave Lake Railway Company—	
5 per cent first mortgage bonds	420,000 00
The Canadian Northern Railway Express Company, Limited—	
4 per cent first mortgage gold bonds—£616 438	3,000,000 00
Capital stock	1,000,000 00
Canadian Northern Steamships, Limited—	
5 per cent first mortgage debenture stock, £600,000	2,920,000 00
Capital stock	2,000,000 00
Canadian Northern System Terminals, Limited—	
5 per cent first mortgage debenture stock and bonds	7,000,000 00
Capital stock	2,000,000 00
The Bay of Quinté Railway Company—	
Preferred stock	465,000 00
Common stock	930,000 00
Central Ontario Railway—	
Preferred stock	291,000 00
Common stock	3,038,000 00
The Irondale, Bancroft and Ottawa Railway Company—	
5 per cent first mortgage bonds	450,000 00
Capital stock	53,000 00
The Marmora Railway and Mining Company—	
Bonds of Ontario, Belmont and Northern Railway	100,000 00
Capital stock	100,000 00
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company—	
Capital stock	201,000 00
The Niagara, St. Catharines and Toronto Railway Company—	
Capital stock	922,000 00

ACQUIRED SECURITIES—*Concluded.*

SCHEDULE A—Concluded.

The Niagara, St. Catharines and Toronto Navigation Company, Limited— First mortgage bonds..	200,000 00	
The Quebec and Lake St. John Railway Company— Capital stock..	4,034,700 00	
Canadian Northern Pacific Railway Company— Capital stock..	25,000,000 00	
The Canadian Northern Alberta Railway Company— Capital stock..	3,000,000 00	
Canadian Northern Western Railway Company— Capital stock..	2,000,000 00	
The Canadian Northern Saskatchewan Railway Company— Capital stock..	1,000,000 00	
Canadian Northern Manitoba Railway Company— Capital stock..	250,000 00	
The Canadian Northern Ontario Railway Company— Capital stock..	10,000,000 00	
Duluth, Winnipeg and Pacific Railway Company— Capital stock..	3,060,000 00	
Mount Royal Tunnel and Terminal Company, Limited— Capital stock..	5,000,000 00	
The Northern Consolidated Holding Company, Limited— Capital stock.. .. .. The Holding Company whose issued capital is $6,181,500 owns capital stock in the Canadian Northern Quebec Railway Company of $5,064,600.	4,446,700 00	
The Canadian Northern Quebec Railway Company— Capital stock..	2,080,000 00	
The Halifax and South Western Railway Company— Capital stock..	925,000 00	
The Bessemer and Barry's Bay Railway Company— Capital stock..	125,000 00	
		$93,341,400 00
Cost to the Railway Company..		$46,372,891 71

CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT of Securities Outstanding, showing: Securities guaranteed by Dominion Government, Securities guaranteed by Provincial Governments, Securities Unguaranteed, Maturities of all Issues, Annual Fixed Charges, June 30, 1917.

Security.	Date of Maturity.	Total Issue.	Annual Interest.
Guaranteed by Dominion Government.		$ cts.	$ cts.
Canadian Northern Railway—			
3 % 1st Mtge. Debenture Stock	July 10, 1953	9,359,996 72	280,799 86
3½% 1st Mtge. Debenture Stock	July 20, 1958	7,896,588 26	276,380 47
4 % 1st Mtge. Debenture Stock	Sept. 1, 1934	44,866,667 33	1,794,666 66
Canadian Northern Alberta Railway—			
3½% 1st Mtge. Debenture Stock	April 1, 1962	3,569,996 86	124,949 88
3½% 1st Mtge. Debenture Stock	May 4, 1960	3,149,998 66	110,249 96
Canadian Northern Ontario Railway—			
3½% 1st Mtge. Debenture Stock	May 19, 1961	35,770,000 00	1,251,950 00
Total Dominion guarantees		104,613,247 83	3,838,996 83
Guaranteed by Province of Ontario.			
Canadian Northern Ontario Railway—			
3½% 1st Mtge. Deb. Stock (1938)	June 30, 1938	6,724,015 39	235,340 54
3½% 1st Mtge. Deb. Stock (1936)	July 10, 1936	1,135,982 20	39,759 38
		7,859,997 59	275,099 92
Guaranteed by Manitoba Government.			
Canadian Northern Railway—			
4 % Consolidated Debenture Bonds	June 30, 1930	10,784,046 66	431,361 87
4 % Ontario Division Bonds	June 30, 1930	5,580,606 66	223,224 26
4½% Ontario Division Bonds	June 30, 1930	164,980 00	7,424 26
4 % Winnipeg Terminal Bonds	July 1, 1939	3,000,000 00	120,000 00
4 % 1st Mtge. Stock	June 30, 1930	4,319,998 86	172,799 90
4½% Can. Nor. Manitoba		160,680 00	7,230 60
4 % Branch Line Bonds	Feb. 1, 1929	1,137,340 00	45,493 60
4 % Gilbert Plains Bonds	Nov. 1, 1930	2,433 33	97 33
4 % Manitoba & S.E. Ry. Bonds	Feb. 1, 1929	512,460 00	20,498 40
		25,662,545 51	1,023,130 22
Guaranteed by Saskatchewan Government.			
Canadian Northern Railway—			
4% 1st Mtge. Stock	Jan. 23, 1939	13,709,399 99	548,385 98
Canadian Northern Saskatchewan Railway—			
4½% 1st Mtge. Stock	Dec. 19, 1943	1,174,813 33	52,866 60
		14,884,213 32	601,252 58
Guaranteed by Alberta Government.			
Canadian Northern Railway—			
4% 1st Mtge. Debenture Stock	Feb. 25, 1939	9,726,364 26	389,054 56
Canadian Northern Western Railway—			
4½% 1st Mtge. Debenture Stock	Feb. 16, 1942	6,424,000 00	289,080 00
4½% 1st Mtge. Debenture Stock	Oct. 22, 1943	2,799,997 73	125,999 90
		18,950,361 99	804,134 46

CANADIAN NORTHERN RAILWAY SYSTEM—*Continued.*

STATEMENT of Securities Outstanding, etc.—*Continued.*

Security.	Date of Maturity.	Total Issue.	Annual Interest.
Guaranteed by British Columbia Government.		$ cts.	$ cts.
Canadian Northern Pacific Railway—			
4 % 1st Mtge. Debenture Stock	April 2, 1950	20,999,997 59	839,999 90
4½% Terminal Debenture Stock	April 2, 1950	8,614,000 00	387,630 00
4½% Branch Line Stock	April 2, 1950	5,543,527 54	249,458 74
4½% Second Charge Stock	April 2, 1950	4,999,998 73	224,999 94
		40,157,523 86	1,702,088 58
Total Provincial guarantees	....	107,514,642 27	4,410,705 76
Unguaranteed Securities.			
Canadian Northern Railway—			
4 % Perp. Consol. Debenture Stock	Perpetual	61,837,788 96	2,473,511 55
4 % 1st Mtge. Pas Mission Bonds	April 12, 1939.	880,000 00	35,200 00
4½% 1st Mtge. Gunflint Bonds	June 30, 1930.	669,000 00	30,105 00
4½% Prince Albert Branch Bonds	June 30, 1930.	693,900 00	31,225 50
Canadian Northern Ontario Railway—			
4% Perp. Consol. Debenture Stock	Perpetual	12,658,910 51	506,356 42
Central Ontario Railway—			
5% 1st Mtge. Bonds	Jan. 1, 1934	945,593 33	47,279 66
Bay of Quinte Railway—			
*5% 1st Mtge. Bonds	Jan. 2, 1927	780,000 00	39,000 00
Irondale, Bancroft & Ottawa Railway—			
5% Mtge. Bonds	Jan. 1, 1953	....	....
Canadian Northern Quebec Railway—			
4% Perpetual Debenture Stock	Perpetual	5,435,127 39	217,405 09
Great Nor. Ry. of Canada 4% Bonds	Oct. 1, 1934	3,505,750 00	140,230 00
Quebec & Lake St. John Railway—			
4% 1st Mtge. Debenture Stock	Perpetual	4,486,813 60	179,472 54
Duluth, Winnipeg & Pacific Railway—			
4% 1st Mtge. Stock	June 1, 1939	8,221,907 27	328,876 28
Duluth, R.L. & Wpg. Ry. 5% Bonds	Jan. 1, 1921	2,000,000 00	100,000 00
Halifax & Southwestern Railway—			
3½% 1st Mtge. Bonds	Sept. 30, 1943	5,663,666 66	198,228 32
Niagara, St. Catharines & Toronto Railway—			
5% 1st Mtge. Bonds	Nov. 1, 1929	1,504,000 00	75,200 00
5% 2nd Mtge. Bonds	Nov. 1, 1929	536,500 00	26,825 00
Qu'Appelle, Long Lake & Saskatchewan Railway & Steamboat Co.—			
4% 1st Mtge. Stock	July 1, 1936	5,019,681 10	200,787 24
Mount Royal Tunnel and Terminal Co., Ltd.—			
5% 1st Mtge. Bonds	April 15, 1970	11,430,033 39	571,501 67
James Bay and Eastern Railway—			
*5% 1st Mtge. Bonds	Sept. 1, 1945	300,000 00	15,000 00
Minnesota and Manitoba Railway—			
4% 1st Mtge. Bonds	Sept. 1, 1931	349,000 00	13,960 00
		126,917,672 21	5,230,164 27

CANADIAN NORTHERN RAILWAY SYSTEM—*Concluded.*

STATEMENT of Securities Outstanding, etc.—*Concluded.*

Securities.	Date of Maturity.	Total Issue.	Annual Interest.
Land Securities.			
Canadian Northern Railway—			
4% Land Grant Bonds (1909)	July 1, 1938	1,852,740 00	74,109 60
†4% Land Grant Bonds (1899)	Feb. 1, 1919	2,000,000 00	
5% Land Mtge. Debentures	June 1, 1923	17,033,333 33	851,666 67
Total Unguaranteed		147,803,745 54	6,155,940 54
Grand Total		359,931,635 64	14,405,643 13

—In addition to above, the following are authorized and issued:—

(*a*) Canadian Northern Railway 5 per cent Income Charge Convertible Debenture Stock, $25,000,000.

(*b*) Imperial Rolling Stock Co., Ltd., Equipment Trusts, $14,846,500.

NOTES.—(*)—In Treasury.

(†)—Interest payable from funds in hands of National Trust Co., Ltd.

CANADIAN NORTHERN RAILWAY SYSTEM.

IMPERIAL ROLLING STOCK COMPANY, LIMITED—EQUIPMENT NOTES OUTSTANDING, JUNE 30, 1917.

Series.	Principal Outstanding.	Principal Payable.	Interest Payable.
	$ cts.	$ cts.	$ cts.
"P"	100,000 00	100,000 00	2,250 00
"R"	170,000 00	170,000 00	7,650 00
"S"	200,000 00	100,000 00	9,000 00
"T"	450,000 00	150,000 00	16,875 00
"U"	150,000 00	50,000 00	5,625 00
"V"	1,200,000 00	300,000 00	47,250 00
"A-1"	1,476,000 00	368,000 00	62,280 00
"B-1"	675,500 00	150,000 00	28,698 75
"C-1"	1,100,000 00	220,000 00	47,025 00
"D-1"	1,650,000 00	330,000 00	70,537 50
"E-1"	1,155,000 00	210,000 00	49,612 50
"F-1"	2,530,000 00	420,000 00	109,125 00
"G-1"	650,000 00	100,000 00	28,125 00
"H-1"	510,000 00	80,000 00	24,500 00
"K-1"	1,580,000 00	210,000 00	76,375 00
"L-1"	1,250,000 00	132,000 00	60,850 00
	14,846,500 00	3,090,000 00	645,778 75

Total Cost of Equipment Purchased	$ 61,398,386
Equipment Notes Outstanding	14,846,500
Net Expenditure on Equipment	$ 46,551,886

CANADIAN NORTHERN RAILWAY SYSTEM.

SECURITIES PLEDGED AS COLLATERAL, JUNE 30, 1917.

Guaranteed Securities.	$ cts.	$ cts.
C.N.R., 4% Gtd. Dom. Govt.	27,833,334 00	
C.N.Alta., 3½% Gtd. Dom. Govt.	3,569,996 86	
C.N.Ont., 3½% Gtd. Dom. Govt.	1,540,003 13	
		32,943,333 99
C.N. Man., 4½% Prov. of Man.	160,680 00	
C.N.R., 4% Prov. of Alta.	1,949,698 60	
C.N.R., 4% Prov. of Sask.	3,246,066 66	
C.N. Pac., 4½% Br. Lines B.C. Govt.	5,543,527 54	
C.N.Pac., 4½% 2nd Charge D.S. B.C. Govt.	4,999,998 73	
C.N.Sask., 4½% Saskatchewan	1,174,813 33	
C.N.Sask., 4½% Saskatchewan (Terminals)	486,666 66	
		17,561,451 52
		50,504,785 51
Unguaranteed Securities.		
C.N.R., 4% P. C. D. S.	12,382,099 44	
C.N.R., 4½% Prince Albert Branch	693,900 00	
C.N.R., 4% Pas Mission	880,000 00	
C.N.O., 4% P. C. D. S.	3,934,797 31	
C.N.Q., 4% D. S.	184,758 13	
D.W. & P. Ry., 4% D. S.	1,216,910 00	
Q. & L. St. J., 4% 1st Mtge. Stock	234,310 53	
H. & S.W. Ry., 3½% D. S.	1,216,666 66	
C.N.R., 4½% Gunflint Branch	669,000 00	
N. St. C. & T. Ry., 5% 1st Mtge. Bonds	406,000 00	
N. St. C. & T. Ry., 5% 2nd Mtge. Bonds	536,500 00	
Mt. Royal T. & T., 5% Rent Charge Bonds	9,191,366 72	
C.N.R., 5% Land Mtge. Debs.	9,933,839 99	
Land Grant, 4% Bonds, 1919	1,657,500 00	
C.N.R., 5% Income Charge Convertible D.S.	860,392 60	
Q. & L. St. J., 1st Mtge. Bonds	31,268 33	
Q. & L. St. J., Income Bonds	102,818 07	
Jas. Bay & E. Ry., 5% 1st Mtge. Bonds	300,000 00	
Can. Nor. Prairie Lands Co., Ltd. Shares	50,095 00	
Can. Nor. Ry., 6% Mortgage (Dom. Govt.)	15,000,000 00	
		59,482,222 78
Land Grants.		
C.N.O.Ry. Land Grant, 2,000,000 acres	4,536,931 00	
C.N.Que. Ry. Land Grant, 402,000 acres	1,208,580 00	
		5,745,511 00
		115,732,519 29

FUNDED DEBT OF THE CANADIAN NORTHERN RAILWAY COMPANY.

SCHEDULE B.

	Sterling.	Currency.
Guaranteed as to Principal and Interest by the Dominion of Canada.		
3 per cent first mortgage debenture stock..	£1,923,287	$ 9,359,996 72
3½ per cent first mortgage debenture stock.	1,622,586	7,896,588 26
4 per cent Dominion guaranteed debenture stock..	....	17,060 333 33
Guaranteed by Government of Manitoba.		
4 per cent consolidated debenture bonds. ..	£2,215,900	$ 10,784,046 65
Underlying bonds—		
4 per cent Sifton Branch bonds..	233,700	1,137,340 00
4 per cent Gilbert Plains Branch bonds.	500	2,433 33
4 per cent Manitoba and S-E. bonds..	105,300	512 460 00
4 per cent Ontario Division bonds..	1,180,600	5,745,586 66
4 per cent Terminal bonds..	616,438	3,000,000 00
4 per cent first mortgage debenture stock..	587,671	2,859,998 87
Guaranteed by Government of Saskatchewan.		
4 per cent first mortgage debenture stock..	£1,650,000	$ 8,029 999 99
Guaranteed by Government of Alberta.		
4 per cent first mortgage debenture stock..	£1,147,945	$ 5,586,665 64
4 per cent perpetual consolidated debenture stock..	£9,234,867	$ 44,943,019 40
4 per cent land grant bonds (1909)..	344,300	1,675,593 34
4 per cent land grant bonds (1899)..	....	2 000,000 00
5 per cent land mortgage debentures.. ..	1,500,000	7,300,000 00
4½ per cent Prince Albert Branch bonds ..	....	300,000 00
Long term loan at 4 per cent against deposit of $352.000 bonds of Minnesota and Manitoba Railroad Company payable 1930..	....	349,000 00
		$128,543,062 19

FUNDED DEBT OF AFFILIATED COMPANIES OF THE CANADIAN NORTHERN RAILWAY SYSTEM.

SCHEDULE C.

	Sterling.	Currency.
The Canadian Northern Alberta Railway Company.		
Guaranteed by Dominion Government—		
3½ per cent first mortgage debenture stock..	£ 647,260 0 0	$ 3,149,998 66
Canadian Northern Western Railway Company.		
Guaranteed by Government of Alberta—		
4½ per cent first mortgage debenture bonds (1943)..	£ 575,342 0 0	$ 2.799,997 73
4½ per cent first mortgage debenture stock (1942)..	1.320,000 0 0	6,424,000 00
Canadian Northern Pacific Railway Company.		
Guaranteed by Government of British Columbia—		
4 per cent first mortgage debenture stock..	£3,372,329 0 0	$ 16.412.001 13
4½ per cent terminal debenture stock.	1,770,000 0 0	8.614.000 00

FUNDED DEBT OF AFFILIATED COMPANIES—*Concluded.*

SCHEDULE C—*Concluded.*

	£	s.	d.	$	cts.
The Canadian Northern Ontario Railway Company.					
Guaranteed by Dominion Government— 3½ per cent first mortgage debenture stock..	£7,033,561	0	0	$ 34,229,996	87
Guaranteed by Government of Ontario— 3½ per cent first mortgage debenture stock..	£1,615,068	0	0	$ 7,859,997	59
4 per cent perpetual consolidated debenture stock..	£1,866,499	0	0	$ 9,083 628	46
Central Ontario Railway.					
5 per cent first mortgage bonds..	£ 185,600	0	0	$ 903,253	34
The Bay of Quinté Railway Company.					
5 per cent first mortgage bonds..	....			$ 780,000	00
The Canadian Northern Quebec Railway Company.					
4 per cent perpetual consolidated debenture stock..	£1,078,843	0	0	$ 5,250,369	26
Great Northern Railway of Canada 4 per cent bonds..	....			3,505,750	00
The Quebec and Lake St. John Railway Company.					
4 per cent first mortgage perpetual debenture stock..	£ 895,688	0	0	$ 4,359,014	93
Duluth, Winnipeg and Pacific Railway Company.					
4 per cent first mortgage debenture stock..	£1,440,683	0	0	$ 7,011,323	93
Duluth, Rainy Lake and Winnipeg Railway Company.					
5 per cent first mortgage bonds..	....			$ 2,000,000	00
The Halifax and South Western Railway Company.					
3½ per cent first mortgage bonds..	....			$ 4,447,000	00
The Niagara, St. Catharines and Toronto Railway Company.					
5 per cent first mortgage bonds..	....			$ 1,098,000	00
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.					
4 per cent first mortgage guaranteed debenture stock..	£1,031,412	6	0	$ 5,019,539	86
Mount Royal Tunnel and Terminal Company, Limited.					
5 per cent first mortgage rent charge bonds.	£460,000	0	0	$ 2,238,666	66
				$125,186,538	42

CANADIAN NORTHERN RAILWAY SYSTEM.

OPERATING REVENUE, OPERATING EXPENSES AND NET EARNINGS.

Year ending December 31, 1918—Compared with previous Fiscal Year.

OPERATING REVENUE.

Per cent.	1918.	Class.	1917.	Per cent.
16·54	7,824,444 44	Passenger	7,055,427 81	17·01
77·65	36,735,869 46	Freight	32,012,791 03	77·19
0·52	245,187 12	Mails	249,983 06	0·62
2·04	964,617 55	Express	856,402 77	2·06
3·25	1,539,893 34	Miscellaneous	1,295,417 17	3·12
100·00	47,310,011 91	Total	41,470,021 84	100·00

OPERATING EXPENSES.

Per cent.	1918.	Class.	1917.	Per cent.
	$ cts.		$ cts.	
20·56	9,060,264 79	Maintenance of Way and Structures	7,059,883 88	20·75
19·29	8,498,673 11	Maintenance of Equipment	6,086,901 56	17·89
1·81	797,181 68	Traffic Expenses	777,121 18	2·29
54·26	23,907,348 28	Transportation Expenses	18,247,439 92	53·62
1·31	576,071 12	Miscellaneous Operations	546,378 12	1·61
2·77	1,223,410 96	General Expenses	1,308,927 77	3·84
100·00	44,062,949 94	Total	34,026,652 43	100·00

SUMMARY OF REVENUES AND EXPENSES.

Per cent.	1918.	Class.	1917.	Per cent.
	$ cts.		$ cts.	
	47,310,011 91	Operating Revenues	41,470,021 84	
93·13	44,062,949 94	Operating Expenses	34,026,652 43	82·04
6·87	3,247,061 97	Net Earnings	7,443,369 41	17·96
100·00				100·00

DESCRIPTION OF FREIGHT CARRIED.

—		For the Year ended Dec. 31.	
		1918.	1917.
Flour	Sacks (100 lbs. each)	8,904,498	7,138,927
Grain	Bushels	93,935,078	112,971,191
Live Stock	Head (all kinds)	654,583	609,409
Logs and Lumber	Feet	1,614,829	1,970,656
Firewood	Cords	362,118	334,489
Coal	Tons	2,373,985	2,126,334
Immigrants' Effects	Cars	5,279	3,958
Building Material (Lime, Stone, Brick, Sand, etc.)	Cars	29,794	33,340
Miscellaneous	Tons	4,048,065	4,269,115

CANADIAN NORTHERN RAILWAY SYSTEM.

EARNINGS, EXPENSES AND NET EARNINGS.

PER MILE OPERATED YEAR ENDING DECEMBER 31, 1918.

Year.	Average Miles operated.	Earnings.	Expenses.	Net Earnings.
		$ cts.	$ cts.	$ cts.
1917	9·433	4,396 27	3,607 19	789 08
1918	9·452	5,005 29	4,661 76	343 53

FIXED CHARGES PER MILE OF LINE.

—	1918.	1917.
	$ cts.	$ cts.
Amount required per mile of road to pay fixed charges, including leased lines	1,893 60	1,695 24

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS.

COMPARED WITH PREVIOUS FISCAL YEAR.

—	1918.	1917.	+ Increase or − Decrease.
Passenger Traffic.			
Passengers Carried (Earning Revenue)	4,114,965	4,503,958	− 388,993
Passengers Carried one mile	288,067,800	293,322,255	− 5,254,455
Passengers Carried one mile per mile of road	30,477	31,425	− 948
Average distance carried	70·01	65·13	+ 4·88
Total Passenger Revenue $	7,128,141 55	6,437,305 25	+ 690,836 30
Average amount received per passenger $	1·73,225	1·42,925	+ ·30,300
Average amount received per passenger per mile Cts.	·02,474	·02,194	+ ·00,280
Total Passenger Train Earnings	8,783,084 63	7,970,489 84	+ 812,594 79
Passenger Train Earnings per train mile $	1·28,903	1·14,649	+ 0·14,254
Freight Traffic.			
Revenue Tons carried	13,289,641	13,834,676	− 545,035
Revenue Tons carried one mile	4,021,275,963	4,328,241,986	− 306,966,023
Revenue Tons carried one mile per mile of road	425,442	463,707	− 38,265
Average distance haul of one ton	302·59	312·86	− 10·27
Total Freight Revenue $	35,674,816 63	31,134,034 68	+4,540,781 95
Average amount received for each ton of freight $	2,68·441	2,25·043	+ 0·43,398
Average Revenue per ton per mile Cts.	·00,887	0·00,719	+ 0·00,168
Total Freight Train Earnings $	36,719,136 76	31,937,926 59	+4,781,210 17
Freight Train Earnings per train mile $	3·24,220	2·69,118	+ 0·55,102
Train Mileage.			
Miles of Passenger Trains	5,044,607	5,037,334	+ 7,273
Mileage of Freight Trains	9,556,238	9,952,918	− 396,680
Mileage of Mixed Trains	1,769,124	1,914,725	− 145,601
Expenses per Traffic Train Mile.			
Maintenance of Way and Structures Cts.	54·67	41·28	+ 13·39
Maintenance of Equipment Cts.	51·12	35·39	+ 15·73
Traffic Expenses Cts.	04·79	04·52	+ 0·27
Transportation Expenses Cts.	1·43·69	1·05·83	+ 37·86
Miscellaneous Operations Cts.	03·52	03·23	+ ·29
General Expenses Cts.	07·10	07·42	− ·32
Total $	2 64·89	1 97·67	+ 67·22

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS—*Concluded.*

OPERATIONS OF ELECTRIC LINES NOT INCLUDED IN ABOVE STATEMENT.

Electric Line Statistics.	1917.	1918.	Increase or Decrease.
Passengers Carried (Earning Revenue)	6,036,625	5,859,032	+ 177,593
Total Passenger Revenue $	504,319 84	441,675 72	+ 62,644 12
Revenue Tons Carried	409,704	423,642	− 13,938
Total Freight Revenue $	252,746 20	225,809 38	+ 26,936 82

CANADIAN NORTHERN RAILWAY SYSTEM.

SUMMARY OF EQUIPMENT.

—	At December 31.		
	1918.	1917.	1916.
Locomotives	788	735	740
Sleeping and Dining Cars	116	116	117
Passenger Coaches	596	624	635
Baggage, Mail and Express Cars	191	187	190
Business Cars	25	22	22
Freight, Refrigerator and Stock Cars	31,828	29,489	29,368
Conductors Vans	426	443	454
Boarding, Tool, Auxiliary Cars, Steam Shovels and Snow Equipment	1,676	1,520	1,272

CANADIAN NORTHERN RAILWAY SYSTEM.

MILEAGE OF RAILWAY.

The total mileage operated at the close of the fiscal year ended December 31, 1918, including lines owned and leased, was 9,566·5 miles, made up as follows:—

CENTRAL DIVISION—WEST OF PORT ARTHUR.

District No. 1—		
Port Arthur to Paddington Junction	435·1	
Twin City to North Lake	58·1	
Emerson to South Junction	71·6	
Duluth Junction to River D.W. & P.	1·5	
		566·3
District No. 2—		
Winnipeg Transfer Tracks	1·2	
Portage Junction to Emerson	63·4	
Morris to Somerset	62·2	
St. James to Gypsumville	156·7	
Gross Isle to Hodgson	80·7	
Greenway to Deloraine	79·7	
Paddington Junction to Victoria Beach and Grand Beach	72·6	
Carman Junction to Belmont	118·8	
Steep Rock Junction to Steep Rock	12·0	
De Lourdes	2·6	
Dundee	4·0	
Paddington Junction to Woodward Avenue Junction	4·2	
		658·1
District No. 3—		
Woodward Avenue to Dauphin	175·6	
Delta Junction to Delta	14·8	
Oakland to Amaranth	44·0	
Arizona Junction to Brandon	78·8	
Neepawa Junction to McCreary Junction	70·4	
Brandon Junction to Carberry Junction	22·9	
Rossburn Junction to Ross Junction	190·6	
Hallboro to Beulah	75·0	
Ochre River to End of Track	15·0	
Wroxton to Willowbrook	41·0	
Totogan Junction to Totogan	1·8	
		729·9

CENTRAL DIVISION—WEST OF PORT ARTHUR.—*Continued.*

District No. 4—

Brandon to Canadian Northern Junction..	219·5	
Maryfield to Radville..	139·8	
Luxton to Estevan..	24·9	
M. & B. Junction to Hartney Junction..	38·0	
Belmont to Virden..	91·9	
Radville to Bengough..	45·2	
Moosejaw Junction to Moosejaw..	85·8	
Gravelbourg Junction to Gravelbourg..	78·6	
		723·7

WESTERN DIVISION—WEST OF PORT ARTHUR.

District No. 1—

Dauphin to Humbolt..	247·3	
North Junction to Prince Albert..	360·5	
Sifton Junction to Winnipegosis..	20·7	
Thunderhill to Preeceville..	72·1	
Hudson Bay Junction to The Pas..	87·5	
Melfort to St. Brieux..	21·5	
Canora to Sturgis Junction..	21·7	
		831·3

District No. 2—

Regina to East Prince Albert..	249·3	
Saskatoon to Kindersley..	126·1	
Delisle to Dunblane..	59·4	
Elrose Junction to Glidden..	104·0	
Humbolt to North Battleford..	147·6	
Dalmeny to Carlton..	35·8	
Prince Albert to Denholm..	116·5	
Shellbrook to Big River..	56·5	
Craven Junction to Craven..	4·4	
		899·6

District No. 3—

North Battleford to Lobstick Junction..	331·0	
North Battleford to Turtleford..	55·7	
Battleford Junction to Battleford..	8·0	
Edmonton Junction to Stoney Plains..	19·4	
St. Albert to Athabasca..	85·8	
Edmonton and South Edmonton Terminals..	11·1	
Peace River Junction to Sangudo..	33·4	
		544·4

District No. 4—

Kindersley to Calgary..	273·4	
Munson Junction to Vegreville..	162·1	
Warden to Nordegg..	174·0	
Camrose to Terminal Junction..	45·8	
S.E. Junction (Camrose) to Alliance..	59·3	
		714·6

PACIFIC DIVISION—WEST OF EDMONTON.

Lobstick Junction to Chiplake, C.N.R. joint with G.T.P.. ..	13·2	
Chiplake to Obed, Conn., G.T.P. joint with C.N.R..	77·8	
Obed, Conn., to Snaring, Con., C.N.R. joint with G.T.P.. ..	59·3	
Snaring, Conn., to Geikie, G.T.P. joint with C.N.R..	21·0	
Geikie to Red Pass Junction, C.N.R. joint with G.T.P..	35·1	
Red Pass Junction to Blue River..	88·7	
Blue River to Kamloops..	142·8	
Kamloops to Boston Bar..	125·7	
Boston Bar to New Westminster..	118·4	
New Westminster to Vancouver, trackage rights over Great Northern..	13·8	
Victoria to Patricia Bay..	15·5	
		711·3

ONTARIO DIVISION—EAST OF PORT ARTHUR.

Toronto district—		
Toronto (Union Station) to Rosedale, trackage rights on G.T.R..	3·8	
Rosedale to Parry Sound..	145·2	
Udney to Grand Trunk Crossing..	7·4	
Grand Trunk crossing, Orillia, trackage rights on C.P.R.	2·8	
Todmorden to Trenton..	105·0	
Trenton to Wallace..	117·6	
Ormsby Junction to Coe Hill..	7·2	
York River to Howland (Kinmount Junction)..	51·0	
Marmora Branch..	9·6	
		449·6
Ottawa district—		
Picton to Trenton..	30·6	
Yarker to Bannockburn..	54·5	
Brockville to Westport..	44·4	
Harrowsmith to Kingston, joint track with C.P.R..	18·6	
Trenton to Hurdman (Ottawa)..	145·7	
Riverside to Ottawa Union Station trackage rights G.T.R..	1·7	
Rideau Junction to Brent..	157·8	
		453·3
Nipissing district—		
Parry Sound to Capreol..	127·0	
Sudbury Junction to Sudbury..	5·2	
Garson Junction to Garson..	3·7	
Key Junction to Key Harbour..	6·2	
Algoma Eastern Connection..	2·4	
Brent to Capreol..	144·8	
Capreol to Foleyet..	148·3	
Milnet to Sellwood..	5·2	
		442·8
Superior district—		
Foleyet to Hornepayne..	148·1	
Hornepayne to Jellicoe..	150·5	
Jellicoe to Current Junction..	145·8	
Current Junction to Port Arthur, joint track with C.P.R.	2·1	
		446·5

QUEBEC DISTRICT.

Montreal district—		
Montreal (Moreau St.) to Joliette..	36·3	
Joliette to Quebec..	139·8	
Montreal (Tunnel Terminal) to Lazard..	7·3	
Lazard to Hurdman (Ottawa)..	104·3	
Grenville to Joliette..	66·0	
Rawdon to Paradis..	15·7	
Rinfret Junction to Huberdeau..	45·3	
Aldred Junction to Terminal..	3·8	
Garneau Junction to Rivière à Pierre..	39·8	
St. Marc Quarries Spur..	1·9	
Arundel to China Clay Mine..	9·2	
		469·4
Saguenay district—		
Hedley Junction to Lake Edward..	109·9	
Lake Edward to Chicoutimi..	115·1	
Chambord Junction to St. Felicien..	29·7	
Linton Junction to LaTuque..	39·6	
Loretteville to Stoneham..	10·0	
Valcartier to Clarks..	5·4	
Morency Junction to Montmorency Mills..	7·2	
		316·9

LINES IN PROVINCE OF NOVA SCOTIA.

Halifax to Southwestern Junction. Trackage rights over C.G.R....	6·0	
Southwestern Junction to Yarmouth..	246·4	
Mahone Junction to Lunenburg..	7·0	
Bridgewater Junction to Port Wade..	92·5	
Caledonia Junction to Caledonia..	22·1	
Middleton Junction to Middleton. Trackage rigts over D.A.R.	·6	
		374·6

MINNESOTA DIVISION.

Duluth to D.W. & P. Junction. Trackage rights over C. St. P.M. & O. Northern Pacific	3·5	
D.W. & P. Junction to North Junction, via Virginia	75·5	
South Junction to Ranier (River)	93·6	
		172·6
		9,504·9

ELECTRIC LINES IN PROVINCE OF ONTARIO.

Port Dalhousie to Niagara Falls	17·5	
Thorold to Port Colborne	18·6	
Niagara Falls to Fallsview	4·6	
St. Catharines to Niagara-on-the-Lake	12·2	
Local lines at St. Catharines, Thorold and Merritton	8·7	
		61·6
Total		9,566·5

MILEAGE PER PROVINCE OR STATE.

Province of Nova Scotia	374·6	
Province of Quebec	729·5	
Province of Ontario	2,253·3	
Province of Manitoba	1,995·7	
Province of Saskatchewan	2,218·3	
Province of Alberta	1,246·9	
Province of British Columbia	531·9	
State of Minnesota	216·3	
Total mileage		9,566·5

AVERAGE MILES OPERATED FOR FISCAL YEAR 9,452

SUMMARY OF MILEAGE.

Mileage owned by Canadian Northern Railway system		9,067·5
Joint running rights, etc.—		
Toronto to Rosedale, G.T.R.	3·8	
Grand Trunk Crossing, Orillia, C.P.R.	2·8	
Harrowsmith to Kingston, C.P.R.	18·6	
Riverside to Ottawa Union Station, G.T.R.	1·7	
Current River to Port Arthur, C.P.R.	2·1	
Chip Lake to Obed, G.T.P.	77·8	
Snaring to Geikie, G.T.P.	21·0	
New Westminster to Vancouver, Gr. Nor.	13·8	
Halifax to Southwestern Junction, C.G.R.	6·0	
Middleton Junction to Middleton, D.A.R.	·6	
Duluth to D.W. & P. Junction, Nor. Pac.	3·5	
		151·7
LINES LEASED—		
Northern Pacific in Manitoba	347·3	
		347·3
TOTAL MILEAGE OPERATED		9,566·5

XII.—BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chapter 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chapter 62), to be appointed by the Governor in Council. This Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chapter

61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the board to require from railway companies the establishment of a staff of fire rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased waterpowers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

The Board is required to make annually a report of its proceedings, which report is laid before Parliament.

The report for the year ending March 31, 1919, of which a summary is given below, has been received.

During the fiscal year the board held sixty-six public sittings, at which 320 applications were heard. These consisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,326, 10 per cent of which were set down for formal hearing, and 90 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections (179) covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 264 fatal accidents. On the railways, 28 passengers, 117 employees and 119 other persons were killed. Of these 119 last mentioned, 77 were trespassers; 27 were killed at unprotected crossings, and 115 injured; 1 killed at protected crossings, and 7 injured; 3 killed at private crossings, and 6 injured.

The total damages by fire amounted to $102,416. Of these fires 66 per cent were attributed to the railways; 26 per cent to other known causes, and 8 per cent to unknown causes.

In the matter of the "Railway Grade Crossing Fund" established under Act 8-9 Edward VII, chapter 32, the board issued, during last year, 411 orders providing protection at 460 crossings.

In connection with the granting of aid to protective works under this fund, the board again draws attention to the fact that the limitation imposed by the Act has prevented contributions being made in as large a degree as would seem to be proper, in the public interest, in connection with the larger schemes of elimination of grade crossings.

Amongst the orders issued by the board was one directing the railway companies and the Government Railways in Canada to advance, by one hour, the Standard Time observed and used by them in the different zones in which they operate, the change to become effective at twelve o'clock Saturday evening, April 13, and to remain in force until two o'clock Friday morning, the 31st of October.

Five cases of appeals from decisions of the Board were made before the Supreme Court. These appeals are still pending. Of two appeals made before the Governor in Council, one was dismissed, and the other referred for re-consideration owing to existing conditions having been changed by the signing of the armistice.

Very complete details on the above matters will be found in the annual report of the board, which will be laid before Parliament in due course.

XIII.—CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1919, was $3,964,508.74, comprising $2,211,935.48 charged to capital, $164,046.18 charged to income, $846,588.98 for staff, and $741,938.10 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1918, was $177,140.98. The rentals accrued during the year amounted to $287,895.90, making a total of $465,036.88. Of this amount, there was collected during the year a total, after deducting abatements aggregating $14,555.93, of $245,315.93. The balance remaining due March 31, 1919, was $205,165.02. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to $387,654.90 balance being made up of wharfage dues, fines, etc., and a total of $129,676.68 derived from the operation of the Port Colborne grain elevator on the Welland canal.

The expenditure and revenue of St. Andrews lock, operated by the Public Works Department, are not included in the above statements.

No tolls have been charged on any of the Dominion canals since 1903.

Summaries of these expenditures and receipts and other details will be found in the statements furnished by the accountant of the department, Appendix I, of the present report.

CANAL TRAFFIC.

The following are the principal features of the canal traffic during the season of 1918:—

Canals.	1918, Compared with 1917.		
	Tons.	Increase.	Decrease.
Welland.			
Total freight moved	2,174,298		316,244
Agricultural products	287,986		274,683
Petroleum	158,006		
Forest products. (In this is included 121,755 tons of pulpwood)	123,979		119,986
Coal	1,402,358	101,691	
Sand and stone	121,223		
Total through freight west (up)	133,692		110,081
" " east	1,843,483		115,567
" " west and east	1,977,175		225,648
" " in Canadian vessels	1,357,565		569,104
" " in United States vessels	619,610	343,456	
" " to United States ports	90,336	54,436	
Total grain through to Montreal	256,309		278,513
St. Lawrence River Canals.			
Total freight moved	3,031,134		360,010
Agricultural products	329,803		234,382
Forest products. (In this is included 298,519 tons of pulpwood)	397,678		71,755
Coal	1,974,996	23,975	
Total through freight east	2,394,749		219,607
" " west	346,887		64,442
" " east and west	2,741,636		284,049
Ottawa River Canals.			
Total freight moved	167,170		47,665
Forest products (lumber, 80,375 tons)	84,540		13,999
Sand and stone	53,135		
Chambly.			
Total freight moved	369,186		65,632
Forest products	219,387		40,326
Coal	90,369		38,853
Rideau.			
Total freight moved	54,136		30,413
Forest products	7,378		4,448
Sand and stone	30,371		
Coal	3,668	530	
St. Peters.			
Total freight moved	59,716		2,538
Coal	40,468		1,565
Murray.			
Total freight moved	44,735		12,868
Trent.			
Total freight moved	64,893	15,969	
Forest products	59,367	14,557	
Sault Ste. Marie.			
Total freight moved	12,913,711		2,533,381
Coal	946,046		301,841
Iron ore	10,102,480		1,024,554
	Number.		Number.
Wheat moved, bushels	32,308,602		32,865,490
Other grain moved, bushels	10,736,802		7,821,144
Flour moved, barrels	1,569,314		1,760,733
Lumber moved, feet, board measure	4,987,800	1,036,200	
Passage of vessels	5,059		278
Lockages	4,034		108
All Canals.	Tons.		
Total freight moved . . . Tons.	18,883,619		3,355,316
Total passengers carried . . . Number.	212,151		32,668

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1918 are compiled by the Comptroller of Statistics, and are issued as a separate report.

XIV.—RAILWAY STATISTICS.

The digest of the sworn statements of railway companies, relating to their operations in Canada for the twelve months ended June 30, 1918, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

XV.—SHIPBUILDING PROGRAMME.

Among the larger appropriations voted during the session that for the building of ships stands out prominently. The total under this head is $40,000,000, of which $30,000,000 was included in the main estimates, and $10,000,000 in the supplementaries. This money is being expended in the carrying out of the Government's steel shipbuilding programme, which has for its object the building up of a Canadian mercantile marine, thus providing much needed tonnage for Canadian products going abroad. When the main estimates were before Parliament Hon. Mr. Ballantyne said that contracts for forty-five ships had been awarded and the additional $10,000,000 in the supplementary estimates provide for several more.

One of the greatest problems in Canada is economical transportation both by rail and by water, as the country is essentially a producing and exporting one.

Canada now has the advantage of three great transcontinental railway systems facilitating inland transportation, and also of Atlantic ports, which are much nearer Europe than those of the United States, and are devoid of the difficulties of dangerous coasts.

The following table shows the sailing distances, in miles, from the leading Atlantic ports of Canada and the United States, for full-powered steamships to Liverpool, Plymouth, Cherbourg and Le Havre. The distances from Sydney, C.B., and St. John, N.B., are taken from tables prepared by the Surveyor General of Canada, and the others from Philip's Tables of Distances, a standard work.

From	To Liverpool.	To Plymouth.	To Cherbourg.	To Le Havre.
Halifax	2,485	2,422	2,514	2,680
Sydney	2,284	2,247	2,340	2,405
St. John, N.B	2,692	2,655	2,748	2,813
Montreal, via Belle Isle	2,760	2,789	3,036	3,102
Quebec, via Belle Isle	2,625	2,654	2,901	2,967
Portland, Me	2,776	2,713	2,805	2,871
Boston, Mass	2,854	2,791	2,883	2,949
New York	3,043	2,973	3,065	3,131

The actual sailing distances used by steamship lines from all these ports vary at different seasons of the year, and the shortest possible route is seldom taken. Thus, from January to July ships from New York usually take a different route from that taken for the remainder of the year. During the early summer, ships from Montreal go via Cape Race, which increases the distance of the usual route via Belle Isle by 247 miles. The sailing route from St. John, N.B., to Liverpool varies, according to season, from 2,736 miles to 2,925 miles; but, as there are similar variations in routes from other ports, a comparison of the shortest routes gives a fairly correct idea of the advantage of the Canadian ports. It must also not be forgotten that geographic miles are also shorter in northern than in southern latitudes.

Halifax has the most commodious all-the-year harbour on the Atlantic coast of America; it is broad, long and very deep, and remarkably easy of access, and its already extensive shipping facilities are being constantly improved by the Dominion Government. The harbour is close to the open ocean; there are no dangerous channels, and ships going and coming can make full speed throughout the voyage.

The fact of railway transportation in Canada being greatly developed, and ocean routes being much shorter than those of the United States Atlantic ports, should favour the Canadian export trade to Europe considerably as soon as enough boats are built to take care of the trade and replace the ships lost by submarine warfare.

XVI.—CONSOLIDATED RAILWAY ACT.

As in previous sessions the Railway Act Consolidation Bill was the subject of controversy between the Senate and the House of Commons.

Some years ago the Toronto and Niagara Power Company secured a charter which, according to a decision handed down by the Judicial Committee of the Privy Council, enables them to erect poles, distribute wires, etc., in connection with their distribution system, in any municipality without first obtaining the consent of the municipality in question. The amendment adopted by the House of Commons during the session provided that the company must first secure the consent of a municipality before beginning such work. It was to this amendment contained in section 374 that the Senate objected.

A conference between managers appointed by the two Houses was held in the hope that a compromise might be effected. This, however, failed to produce the desired result. The Senate stood firm by its position and, in order that the main portions of the Bill might secure passage through the Senate, the power clause was removed therefrom, the Senate concurring in the passage of the Bill as amended. The sections referring to the power companies were incorporated in a separate Bill, as was that relating to telephone companies.

XVII.—AID FOR RAILWAY CROSSINGS.

An amendment to the Railway Act makes an appropriation of $200,000 each for ten consecutive years to aid in actual construction work for the protection, safety and convenience of the public of highway crossings of railways at rail level in existence on the first of April, 1909. Under this head the sum of $8,715.46 was spent during the fiscal year.

XVIII.—AMENDMENTS TO THE RAILWAY ACT.

The following Acts, to amend the Department of Railways and Canals Act, assented to May 24, 1918, were passed:—

8-9 George V, Chapter 38, concerning the purchase of rolling stock and equipment.

8–9 George V, Chapter 39, concerning the purchase and distribution of railway stores, etc.

8–9 George V, Chapter 15, assented to May 24, 1918, is an Act to provide compensation where employees of His Majesty are killed or suffer injuries while performing their duties.

COMPENSATION TO RAILWAY EMPLOYEES.

An amendment to the Railway Act provides that no employee, on the Canadian Government Railways, who is an employee within the meaning of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act, and becomes permanently disabled from following his usual occupation in the service as a result of injuries received while on duty, shall be entitled to receive compensation under the provisions of this Act, for such injuries unless he elects to accept prior or subsequent to the injuries such compensation in lieu of the allowance payable under the provisions of the Provident Fund Act and gives notice in writing of such election to the management of the railways and to the Provident Fund Board.

XIX.—CANADIAN NATIONAL RAILWAYS.

The acquisition by the Dominion of control of the Canadian Northern Railway System made it necessary to incorporate a company under which these enterprises might be consolidated, and, together with the Canadian Government railways, operated as a National Railway System. This is provided for by the Act to incorporate the Canadian National Railway Company and respecting the Canadian National Railways. It provides for the nomination by the Governor in Council of a board of directors, and defines their duties, etc. Provision is also made for regulating capital stock, the payment of directors, the holding of meetings and the location of the head office. The Governor in Council is also empowered to operate further railway properties or works which may become the property of the Government. All expenses incurred in the management of the Government railways are to be paid out of the rates and revenues of this enterprise, and in the event of a deficit occurring during a fiscal year, the amount of such deficit shall be payable out of the Consolidated Revenue Fund. All enterprises which are now, or may be comprised within the Canadian Northern Railway System, are declared to be for the general advantage of Canada. Power is given to direct and operate railway lines, and necessary provision is made for the financing of the company's operations.

XX|—SUNDRY WORKS.

The report of the Chief Engineer of the department, which will be found in Appendix III, gives comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland ship canal, and the terminals of the Intercolonial railway at or near Halifax.

A separate report, by the Chief Engineer of the department, entitled "St. Lawrence River Route and Canals," was published in 1918. Later information on this route and the canals is given in the present report.

APPENDIX I

STATEMENTS OF THE ACCOUNTANT

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SUMMARY.

General Summary of the Expenditure and the Revenue for the Fiscal Year ending March 31, 1919, and previous years.

I.—EXPENDITURE.	$ cts.	$ cts.
Total expenditure for the year as per statements following pages 4 to 26		92,227,084 05
This expenditure is divided as follows—		
Total expenditure on Railways for the year including Quebec Bridge and Railway Subsidies, pages 7 and 8	85,390,725 60	
Total expenditure on Canals for the year, page 9	3,964,508 74	
General expenditure common to both Railways and Canals, for the year, page 9	2,871,849 71	
		92,227,084 05
The grand total of the expenditure to March 31, 1919 on Railways and Canals, as shown on page 22 of this report, amounts to		1,067,463,303 67
This expenditure is divided as follows:—		
Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies	890,503,207 64	
Grand total expenditure on Canals	171,432,799 73	
Grand total general expenditure, common to both Railways and Canals	5,527,296 30	
		1,067,463,303 67
II.—REVENUE RECEIVED		
The revenue from both Railways and Canals for the fiscal year amounts to		38,401,380 59
Revenue from Railways	38,013,725 69	
Revenue from the Canals	387,654 90	
		38,401,380 59
The grand total of the revenue to March 31, 1919, on Railways and Canals amounts to (see page 19)		331,117,775 47
Grand total of the revenue from the Railways	313,649,981 03	
Grand total of the revenue from the Canals amounts to	17,467,794 44	
		331,117,775 47

The sundry classifications of the expenditure and the revenue are shown on pages 4 to 10 for the fiscal year and page 22 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the management of the Canadian Government Railways, Appendix II.

Principal Expenditures during the Fiscal year ending March 31, 1919.

The principal expenditures during the fiscal year were as follows: —....	$ cts.	$ cts.
Working expenses, Canadian Government Railways	43,889,626 07	
Rolling Stock, Canadian Government Railways	14,133,362 48	
Construction and Betterments, Canadian Government Railways	12,433,834 84	
Canadian Northern Railway, Purchase of Stock	9,733,333 24	
Quebec and Saguenay Railway, Purchase price	3,489,313 53	
" " Construction	1,149,900 79	
" " Cap. 38, Statutes, 1918, Equipment	207,092 20	
Quebec Bridge	656,761 79	
Hudson Bay Railway	562,557 80	
Right of Way Claims, National Transcontinental Railway	485,178 86	
Arbitration and Awards	108,005 04	
Railway Subsidies	218,805 32	
Bringing Branch lines to Can. Govt. Rys. Standard	169,161 44	
Dartmouth to Deans Ry. Branch	16,015 19	
Car Ferry Terminals	55,730 58	
Railway Grade Crossing Fund	8,715 46	
War Appropriation including Halifax Restoration	1,079,959 76	
Misc. Open Railway Equipment account, Cap. 38, 1918	1,791,331 97	
Railway Commission, Maintenance, etc	231,899 44	
Surveys and Inspection Railways	48,291 22	
Canals, Expenditure on	3,964,508 74	
General—Sundries less various credits	6,462 02	
Total		94,439,847 78
Less sale of land to Imperial Oil Co., at Moncton	37,982 57	
Less cheque drawn in favour of J. G. Hearn et al, in 1916-17, in payment of land at Quebec returned and deposited to credit of Receiver-General in 1918-19 (National Transcontinental Railway, Capital)	149,799 91	
Proceeds from sale of Car Ferry "Leonard"	660,000 00	
Less Rolling Stock sold to the Canadian Northern Railway, Cap 38, Statutes, 1918	1,364,981 25	2,212,763 73
Net Expenditure		92,227,084 05

EXPENDITURE.

GENERAL STATEMENT of Expenditure during the Year ending March 31, 1919.

——	$ cts.	$ cts.
TOTAL EXPENDITURE—as per statements, pages 7, 8 and 9		92,227,084 05
Expenditure chargeable to Railways	84,082,806 71	
" " Railways, General	432,351 78	
" " Quebec Bridge	656,761 79	
" " Railway Subsidies	218,805 32	
Total expenditure, Railways		85,390,725 60
Expenditure chargeable to Canals	3,781,508 70	
" " Canals, General	183,000 04	
Total expenditure, Canals		3,964,508 74
General expenditure		2,871,849 71
Total Expenditure		92,227,084 05
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital Account	43,061,877 91	
Revenue Account	45,495,153 15	
Income Account	3,451,247 67	
Consolidated Fund (railway subsidies) Income	218,805 32	
Total expenditure		92,227,084 05
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS—		
Railways—		
Capital expenditure—Railways	40,193,180 64	40,193,180 64
" " General		
Revenue expenditure—Railways	43,889,626 07	
" " Railways, General	17,000 00	43,906,626 07
Income expenditure—Railways, General	415,351 78	415,351 78
Quebec Bridge—		
Capital expenditure—Quebec Bridge	656,761 79	656,761 79
Railways Subsidies—		
Consolidated Fund—Railway Subsidies	218,805 32	218,805 32
Total expenditure, Railways, $85,390,725 60		
Canals—		
Capital expenditure—Canals	2,211,935 48	2,211,935 48
Income " Canals	137,604 37	
" " Canals, General	26,441 81	164,046 18
Revenue " Canals Staff	733,090 71	
" " Canals Staff, General	113,498 27	846,588 98
" " Canals Repairs	698,878 14	
" " Canals Repairs, General	43,059 96	741,938 10
Total expenditure on Canals, $3,964,508 74		
General Expenditure—Income account	2,871,849 71	2,871,849 71
Total expenditure		92,227,084 05

REVENUE.

GENERAL STATEMENT of the Revenue received during the Year ending March 31, 1919.

	$ cts.	$ cts.
TOTAL REVENUE RECEIVED DURING FISCAL YEAR		38,401,380 59
Revenue from Railways	38,013,725 69	
" " Canals	387,654 90	
Total revenue as above		38,401 380 59
STATEMENT OF REVENUE RECEIVED, IN DETAIL—		
Railways—		
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway	26,435,343 78	
International Railway of New Brunswick	202,354 27	
National Transcontinental Railway	10,412,407 56	
Prince Edward Island Railway	741,514 58	
Moncton and Buctouche Ry	32,610 20	
Elgin and Havelock Ry	13,447 08	
St. Martin's Ry	16,694 06	
York and Carleton Ry	6,954 35	
Salisbury and Albert Ry	44,472 00	
Total		37,905,797 88
St. John & Quebec Ry		107,927 81
Total revenue from Railways		38,013,725 69
Canals—		
Welland Canal	64,058 21	
Welland Canal Elevator, Port Colborne	129,676 68	
Welland Ship Canal	4,137 50	
Lachine Canal	141,641 73	
Beauharnois Canal	14,816 15	
Cornwall Canal	15,545 62	
Williamsburg Canal	1,661 10	
Soulanges Canal	3,505 60	
Chambly Canal	785 00	
Carillon and Grenville Canal	1,159 00	
Rideau	6,102 36	
Trent Canal	3,866 80	
St. Peters Canal	7 00	
Sault Ste. Marie Canal	60 00	
Murray Canal	253 00	
Ste. Anne's Lock and Canal	377 15	
Chats Falls Canal	2 00	387,654 90
Total revenue received during fiscal year		38,401,380 59

EXPENDITURE on Railways for Year ended March 31, 1919.

Name of Railways.	Capital.	Income.	Revenue Working Expenses.	Total.
	$ cts	$ cts	$ cts.	$ cts.
Intercolonial Railway..........$10,575,013.81 Less—proceeds from sale of land to Imperial Oil Company...................... 37,982.57	10,537,031 24	....	28,242,111 11	38,779,142 35
New Brunswick & Prince Edward Island Railway....................................	126,201 30	....	......*.......	126,201 30
Prince Edward Island Railway..............	732,752 53	....	1,596,049 91	2,328,802 44
International Railway of New Brunswick....	77,849 84	....	549,310 26	627,160 10
Moncton & Buctouche Railway..............	37,829 81	....	68,432 48	106,262 29
Salisbury & Albert Railway.................	42,304 58	....	95,967 51	138,272 09
St. Martins Railway.........................	34,566 47	....	45,930 81	80,497 28
York & Carleton Railway....................	7,250 60	....	22,409 05	29,659 65
Elgin & Havelock Railway..................	47,209 98	....	48,343 40	95,553 38
St. John & Quebec Railway.................	....	....	192,690 05	192,690 05
National Transcontinental Railway......................$ 1,450,304 81 Less—cheque drawn in favour of J. G. Hearn et al, in 1916–17, returned and deposited to Credit of Receiver General...... 149,799 91 Proceeds from sale of Car Ferry "LEONARD".. 660,000 00	640,504 90	....	13,028,381 49	13,668,886 39
Hudson Bay Railway........................	562,557 80	....	....	562,557 80
Quebec & Saguenay Railway—Purchase......	3,489,313 53	....	....	3,489,313 53
" " —Construction	1,149,900 79	....	....	1,149,900 79
" " —Cap. 38, Statutes 1918 Equipment.................	207,092 20	....	....	207,092 20
Canadian Northern Ry. Stock-Statutory....	9,733,333 24	....	....	9,733,333 24
Canadian Govt. Rys. Rolling Stock, Cap. 38, Statutes 1918..............$14,133,362 48 Less—Rolling Stock sold to Canadian Northern Ry. etc 1,365,880 65	12,767,481 83	....	....	12,767,481 83
Total............................	40,193,180 64	....	43,889,626 07	84,082 806 71
Quebec Bridge..............................	656,761 79	....	....	656,761 79
Railway Subsidies..........................	....	218,805 32	....	218,805 32
Total..........................	40,849,942 43	218,805 32	43,889,626 07	84,958,373 82

EXPENDITURE on Railways for Year ended March 31, 1919.—*Continued.*

Name of Railway.	Capital.	Income.	Working Expenses.	Total.
General on Railways.	$ cts.	$ cts.	$ cts.	$ cts.
Railway Commission, Maintenance	....	177,405 10	....	177,405 10
Railway Commission, Statutory	....	54,494 34	....	54,494 34
Surveys & Inspections	....	48,291 22	....	48,291 22
Railway Grade Crossing Fund	....	8,715 46	....	8,715 46
Arbitration & Awards	....	108,005 04	....	108,005 04
Governor General's Cars, Attendance etc.	....	5,000 00	....	5,000 00
Contribution to the International Association of Railways Congress	....	97 33	....	97 33
Contribution to the Faculty of McGill University	....	2,500 00	....	2,500 00
Contribution to the Faculty of the Polytechnic School, Montreal	....	2,500 00	....	2,500 00
Expenses, Consolidation of Railway Act	....	10 00	....	10 00
Compassionate Allowances to families of deceased employees	....	....	17,000 00	17,000 00
Continuous Audit on behalf of the Government of Canada	....	8,333 29	....	8,333 29
Total	....	415,351 78	17,000 00	432,351 78
Grand Total Railways	40,849,942 43	634,157 10	43,906,626 07	85,390,725 60
Miscellaneous.				
War Appropriation including Halifax Restoration	....	1,079,959 76	....	1,079,959 76
Miscellaneous Open Railway Equipment Account, Cap. 38, Statutes of Canada 1918	....	1,791,331 97	....	1,791,331 97
Cost of Litigation	....	557,98	....	557 98
Total	....	2,871,849 71	....	2,871,849 71

*Included with the Intercolonial Ry. Working Expenses—

EXPENDITURE on Canals for Year ended March 31, 1919.

Name of Canal.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total.
			Staff.	Repairs.	
Carillon and Grenville		2,969 64	25,538 75	15,368 66	43,877 05
Chambly		892 40	37,562 91	40,899 78	79,355 09
Cornwall			87,391 13	47,061 81	134,452 94
Lachine		14,986 38	95,864 18	165,564 08	276,414 64
Murray			7,142 96	3,325 56	10,468 52
Rideau	8,000 00		65,770 46	81,349 25	155,119 71
Sault Ste. Marie			25,837 67	24,630 82	50,468 49
Soulanges			38,336 25	107,174 60	145,510 85
Ste. Anne Lock			4,358 70	3,339 29	7,697 99
St. Ours Lock			4,539 69	3,681 41	8,221 10
St. Peters		20,903 50	5,424 43	55 83	26,383 76
Trent	380,059 52	32,447 73	82,038 67	68,906 33	563,452 25
Welland		44,334 45	215,389 46	116,818 99	376,542 90
Welland Ship	1,823,875 96				1,823,875 96
Williamsburg			37,895 45	20,701 73	58,597 18
" (Rapide Plat)		21,070 27			21,070 27
Total	$2,211,935 48	137,604 37	733,090 71	698,878 14	3,781,508 70
General on Canals					
Dredge Vessels, Quebec Canals				16,336 78	16,336 78
Dredge Vessels, Rideau Canal				22,462 14	22,462 14
Miscellaneous			2,700 00		2,700 00
Statistical Officers			36,771 28		36,771 28
Sunday Labour			53,335 60		53,335 60
Surveys and Inspections		17,510 72			17,510 72
Workmen's Compensation Act, Chapter 15, Statutes of Canada, 1918			569 21		569 21
Quebec Canals.					
Maintenance			17,622 18		17,622 18
Hungry Bay Dyke				4,261 04	4,261 04
Miscellaneous.					
Miscellaneous Works not provided for		330 55			330 55
Civil Service Amendment Act, gratuities to dependents of deceased employees		8,600 54			8,600 54
Compassionate Allowance to R. A. Grant			500 00		500 00
Compassionate Allowance to widow of Robert Wiggins			2,000 00		2,000 00
Total		26,441 81	113,498 27	43,059 96	183,000 04
Grand total	$2,211,935 48	164,046 18	846,588 98	741,938 10	3,964,508 74

RECAPITULATION OF EXPENDITURE.

——	Capital.	Income.	Revenue.	Total
Expenditure on Railways including Quebec Bridge and Railway Subsidies	40,849,942 43	634,157 10	43,906,626 07	85,390,725 60
Expenditure on Canals	2,211,935 48	164,046 18	1,588,527 08	3,964,508 74
Miscellaneous Expenditure, General		2,871,849 71		2,871,849 71
Grand total	$43,061,877 91	3,670,052 99	45,495,153 15	92,227,084 05

IMPERIAL GOVERNMENT ACCOUNT.

STATEMENT of Expenditure to March 31, 1919 in connection with the lifting of rails for the use of the Imperial Government; all costs, damages and expenses to be borne by His Majesty's Government in England as per Order in Council, Ottawa, Dec. 19th, 1916.

—	$ cts.
Expenditure Fiscal year 1916–17	393,053 86
" " " 1917–18	3,603,279 05
" " " 1918–19	178,680 85
Total	$4,175,013 76

MISCELLANEOUS OPEN RAILWAY EQUIPMENT ACCOUNT, CHAPTER 38, STATUTES OF CANADA, 1918.

STATEMENT of Expenditure, Refunds and Outstanding Balances at close of the Fiscal Year ending March 31, 1919.

—	Debits.	Credits.	Balance outstanding.
Canadian Pacific Ry. Co	2,632,787 31	2,253,255 55	379,531 76
Canadian Northern Ry	26,833,565 86	....	....
" *Credits.*—Cash $10,627,342 41			
" " —Notes 16,206,223 45	....	26,833,565 86	....
Canadian Copper Co	2,201 84	2,201 84	....
Grand Trunk Railway	1,977,463 27	600,000 00	1,377,463 27
Toronto, Hamilton and Buffalo Ry	38,420 63	38,420 63	....
Suspense Account:—			
(Un-allocated Charges) .... $ 34,611 94			
Less refund from Canadian Government Railways of amount deducted from Canada Car and Foundry Co., ... 275 00	34,336 94	....	34,336 94
Total	$31,518,775 85	29,727,443 88	1,791,331 97
Canadian Government Railways	14,133,362 48	14,133,362 48	....
Quebec and Saguenay Railway	207,092 20	....	207,092 20
Grand total	$45,859,230 53	43,860,806 36	1,998,424 17

EXPENDITURE on Canals to March 31, 1919.

CAPITAL ACCOUNT.

Canals.	Previous Years.	1918–19.	Total.
	$ cts.	$ cts.	$ cts.
Baie Verte			
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	4,182,092 96		4,182,092 96
Chambly	780,996 52		780,996 52
Cornwall	7,246,304 21		7,246,304 21
Culbute Lock and Dam	382,391 46		382,391 46
Lachine	14,132,684 80		14,132,684 80
Lake St. Francis	75,906 71		75,906 71
Lake St. Louis	298,176 11		298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,202,274 31	8,000 00	4,210,274 31
Sault Ste. Marie	4,935,809 42		4,935,809 42
Soulanges	7,904,044 53		7,904,044 53
Ste. Anne Lock	1,170,215 63		1,170,215 63
St. Lawrence River and Canals—			
North Channel	1,995,142 87		1,995,142 87
River Reaches	483,830 20		483,830 20
Galops Channel	1,039,895 65		1,039,895 65
St. Ours Lock	127,228 56		127,228 56
St. Peter's...—	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	16,842,161 15	380,059 52	17,222,220 67
Welland	29,399,405 93		29,399,405 93
Welland Ship	14,928,969 58	1,823,875 96	16,752,845 54
Williamsburg	1,334,551 80		1,334,551 80
Farran's Point	877,090 57		877,090 57
Galops	6,143,468 11		6,143,468 11
Rapide Plat	2,159,880 80		2,159,880 80
Total	124,666,305 22	2,211,935 48	126,878,240 70
Canals General	34,966 69		34,966 69
Grand total	124,701,271 91	2,211,935 48	126,913,207 39

INCOME ACCOUNT.

Baie Verte	44,387 53		44,387 53
Beauharnois	265,810 84		265,810 84
Carillon and Grenville	351,431 74	2,969 64	354,401 38
Chambly	761,273 54	892 40	762 165 94
Cornwall	593,652 62		593,652 62
Culbute Lock and Dam	60,923 37		60,923 37
Lachine	1,595,902 70	14,986 38	1,610,889 08
Lake St. Francis	25,043 68		25,043 68
Lake St. Louis			
Murray	101,423 11		101,423 11
Rideau	676,832 22		676 832 22
Sault Ste. Marie	280,098 04		280,098 04
Soulanges	160,065 88		160,065 88
St. Anne Lock	85,429 18		85,429 18
St. Lawrence River and Canals	128,298 11		128,298 11
St. Ours Lock	174,028 88		174,028 88
St. Peters	706,553 13	20,903 50	727,456 63
Tay	748 65		748 65
Trent	954,869 80	32,447 73	987,317 53
Welland	1,587,486 81	44,334 45	1,631,821 26
Welland Ship			
Williamsburg	299,600 15	21,070 27	320,670 42
Total	8,853,859 98	137,604 37	8,991,464 35
Canals, General	666,681 72	26,441 81	693,123 53
Grand Total	9,520,541 70	164,046 18	9,684,587 88

EXPENDITURE on Canals to March 31, 1919.

REVENUE ACCOUNT—REPAIRS.

Canals.	Previous Years.	1918-19.	Total.
	$ cts.	$ cts.	$ cts.
Baie Verte			
Beauharnois	525,691 23		525,691 23
Carillon and Grenville	593,101 76	15,368 66	608,470 42
Chambly	978,725 67	40,899 78	1,019,625 45
Cornwall	1,035,163 43	47,061 81	1,082,225 24
Culbute Lock and Dam	7,036 15		7,036 15
Lachine	2,237,089 13	165,564 08	2,402,653 21
Murray	104,261 24	3,325 56	107,586 80
Rideau	1,835,469 15	81,349 25	1,916,818 40
Sault Ste. Marie	397,144 72	24,630 82	421,775 54
Soulanges	501,265 86	107,174 60	608,440 46
Ste Anne Lock	146,749 49	3,339 29	150,088 78
St. Lawrence River and Canals			
St. Ours Lock	104,379 80	3,681 41	108,061 21
St. Peter's	36,423 55	55 83	36,479 38
Trent	766,287 43	68,906 33	835,193 76
Welland	3,834,336 56	116,818 99	3,951,155 55
Welland Ship			
Williamsburg	640,856 04	20,701 73	661,557 77
Total	13,743,981 21	698,878 14	14,442,859 35
Canals, General	548,854 07	43,059 96	591,914 03
Grand total	14,292,835 28	741,938 10	15,034,773 38

REVENUE ACCOUNT—STAFF.

Beauharnois	649,574 89		649,574 89
Carillon and Grenville	842,598 12	25,538 75	868,136 87
Chambly	1,022,416 76	37,562 91	1,059,979 67
Cornwall	1,729,835 40	87,391 13	1,817,226 53
Culbute Lock and Dam	11,507 48		11,507 48
Lachine	2,865,991 34	95,864 18	2,961,855 52
Murray	146,804 73	7,142 96	153,947 69
Rideau	1,791,665 08	65,770 46	1,857,435 54
Sault Ste. Marie	454,511 59	25,837 67	480,349 26
Soulanges	579,404 69	38,336 25	617,740 94
Ste. Anne Lock	120,246 41	4,358 70	124,605 11
St. Ours Lock	123,008 95	4,539 69	127,548 64
St. Peter's	122,300 92	5,424 43	127,725 35
Trent	633,450 05	82,038 67	715,488 72
Welland	5,071,414 90	215,389 46	5,286,804 36
Williamsburg	693,059 88	37,895 45	730,955 33
Total	16,857,791 19	733,090 71	17,590,881 90
Canals, General	2,095,850 91	113,498 27	2,209,349 18
Grand total	18,953,642 10	846,588 98	19,800,231 08

TOTAL EXPENDITURE by Canal to March 31, 1919.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon & Grenville	4,182,092 96	354,401 38	868,136 87	608,470 42	6,013,101 63
Chambly	780,996 52	762,165 94	1,059,979 67	1,019,625 45	3,622,767 58
Cornwall	7,246,304 21	593,652 62	1,817,226 53	1,082,225 24	10,739,408 60
Culbute Lock and Dam	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	14,132,684 80	1,610,889 08	2,961,855 52	2,402,653 21	21,108,082 61
Lake St. Francis	75,906 71	25,043 68			100,950 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	101,423 11	153,947 69	107,586 80	1,611,904 31
Rideau	4,210,274 31	676,832 22	1,857,435 54	1,916,818 40	8,661,360 47
Sault Ste Marie	4,935,809 42	280,098 04	480,349 26	421,775 54	6,118,032 26
Soulanges	7,904,044 53	160,065 88	617,740 94	608,440 46	9,290,291 81
Ste Anne Lock	1,170,215 63	85,429 18	124,605 11	150,088 78	1,530,338 70
St. Lawrence River & Canals					
North Channel	1,995,142 87	128,298 11			3,647,166 83
River Reaches	483,830 20				
Galops Channel	1,039,895 65				
St. Ours Lock	127,228 56	174,028 88	127,548 64	108,061 21	536,867 29
St. Peters	648,547 14	727,456 63	127,725 35	36,479 38	1,540,208 50
Tay	489,599 23	748 65			490,347 88
Trent	17,222,220 67	987,317 53	715,488 72	835,193 76	19,760,220 68
Welland	29,399,405 93	1,631,821 26	5,286,804 36	3,951,155 55	40,269,187 10
Welland Ship	16,752,845 54				16,752,845 54
Williamsburg	1,334,551 80	320,670 42	730,955 33	661,557 77	12,228,174 80
Farran's Point	877,090 57				
Galops	6,143,468 11				
Rapide Plat	2,159,880 80				
Total	126,878,240 70	8,991,464 35	17,590,881 90	14,442,859 35	167,903,446 30
Canals General	34,966 69	693,123 53	2,209,349 18	591,914 03	3,529,353 43
Grand total	126,913,207,39	9,684,587 88	19,800,231 08	15,034,773 38	171,432,799 73

YEARLY EXPENDITURE on Canals and Revenue received to March 31, 1919.

—	Year ending.	Capital	Income.	Revenue.		Revenue received.
				Staff.	Repairs.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Government expenditure prior to Confederation, including Imperial Government expenditure......	......	20,593,866 13	98,378 46	....	....	....
Government expenditure 1868 to 1879 included............	......	17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure since........	1880	2,123,366 34	....	195,039 33	147,167 52	341,598 14
“ “	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
“ “	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
“ “	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
“ “	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
“ “	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
“ “	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
“ “	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
“ “	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
“ “	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
“ “	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
“ “	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
“ “	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
“	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
“ “	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
“ “	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
“ “	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
“ “	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 54
“ “	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 82
“ “	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 33
“	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 81
“ “	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 68
“ “	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 66
“ “	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213·19
“ “	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 58
“ “	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 25
“ “	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 71
“ “	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 11
“ “	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 16
“ “	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 25
“ “	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 23
“ “	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 46
“ “	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
“ “	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 69
“ “	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 08
“ “	1915	5,490,796 03	405,806 32	675,170 67	562,599 27	427,763 16
“ “	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 26
“ “	1917	4,304,589 09	372,102 96	700,022 11	486,167 67	461,423 14
“ “	1918	1,781,957 07	90,255 66	743,857 09	540,331 49	414,868 21
“ “	1919	2,211,935 48	137,604 37	733,090 71	698,878 14	387,654 90
*Total...........	:....	126,878,240 70	8,991,464 35	17,590,881 90	4,442,859 35	17,467,794 44

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*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specific canals.

†Canal tolls abolished this year.

CANALS REVENUE received during Year ending March 31, 1919.

Collection Division.	Dues.	Rents.	Total.
Welland Canal		792.00	792.00
Port Colborne	75.60	10,401.51	10,477.11
Port Colborne Elevator	129,676.68		129,676.68
Port Dalhousie	532.81	52,256.29	52,789.10
Totals	130,285.09	63,449.80	193,734.89
Welland Ship Canal		4,137 50	4,137 50
St. Lawrence Canals—			
Coteau Landing (Beauharnois Canal)		14,816.15	14,816.15
" " (Soulanges Canal)	12.00	3,493.60	3,505.60
Cornwall	1,093.12	14,452.50	15,545.62
Cardinal—Williamsburg Canal	10.00	1,651.10	1,661.10
Lachine Canal (Montreal)	9,471.28	131,312.12	140,783.40
" " (Lachine)	858.33		858.33
Totals	11,444.73	165,725.47	177,170.20
Chambly Canal		603.00	603.00
Chambly		56.00	56.00
St. Johns		66.00	66.00
St. Ours Lock		60.00	60.00
Totals		785.00	785.00
Ottawa River Canals—			
Carillon and Grenville Canal			
" " Grenville		139.00	139.00
" " Carillon		1,020.00	1,020.00
Ste. Anne Lock	224.15	153.00	377.15
Chats Falls Canal		2.00	2.00
Totals	224.15	1,314.00	1,538.15
Rideau Canal		1,897.00	1,897.00
Ottawa	260.00	3,363.41	3,623.41
Kingston Mills		402.00	402.00
Smiths Falls	55.00	124.95	179.95
Totals	315.00	5,787.36	6,102.36
St. Peter's Canal		7.00	7.00
Murray Canal		253.00	253.00
Trent Canal	70.00	3,796.80	3,866.80
Sault Ste. Marie Canal		60.00	60.00
Grand totals	142,338.97	245,315.93	387,654.90
Net amount deposited to the credit of the Receiver General			387,654.90

STATEMENT OF HYDRAULIC AND OTHER RENTS, showing Rent accrued, paid, and balances due March 31, 1919.

Balance due April 1, 1918.	Hydraulic and other rents accrued	Lock House Rents.	Totals.	Canals.	Abatement for overcharges.	Deposited to the credit of the the Receiver General.		Balance due March 31, 1919	Totals.
						Lock House Rents.	Hydraulic Rents, etc.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
63,317 12	70,133 53	792 00	134,242 65	Welland	299 00	792 00	62,657 80	70,493 85	134,242 65
768 00	4,103 50	150 00	5,021 50	Welland Ship	603 00	150 00	3,987 50	281 00	5,021 50
11,186 67	4,215 10	216 00	15,617 77	Williamsburg	850 00	216 00	1,435 10	13,116 67	15,617 77
1,935 10	14,082 50	....	16,017 60	Cornwall	....	....	14,452 50	1,565 10	16,017 60
5,767 09	14,816 15	....	20,583 24	Beauharnois	....	....	14,816 15	5,767 09	20,583 24
36,042 56	146,519 40	204 00	182,765 96	Lachine	12,628 93	204 00	131,108 12	38,824 91	182,765 96
801 84	126 00	663 00	1,590 84	Chambly	8 00	663 00	122 00	797 84	1,590 84
6,925 53	7,078 86	1,897 00	15,901 39	Rideau	167 00	1,897 00	3,890 36	9,947 03	15,901 39
28,616 99	16,814 53	1,254 73	46,686 25	Trent	....	1,254 73	2,542 07	42,889 45	46,686 25
60 00	85 00	....	145 00	Sault Ste. Marie	....	....	60 00	85 00	145 00
21,711 08	644 00	192 00	22,547 08	Carillon and Grenville	....	192 00	967 00	21,388 08	22,547 08
....	3,157 60	336 60	3,493 60	Soulanges	....	336 00	3,157 60	....	3,493 60
4 00	33 00	120 00	157 00	St. Anne Lock	....	120 00	33 00	4 00	157 00
1 00	1 00	....	2 00	Chats Falls	....	....	2 00	....	2 00
....	7 00	....	7 00	St. Peters	....	....	7 00	....	7 00
4 00	14 00	240 00	258 00	Murray	....	240 00	13 00	5 00	258 00
177,140 98	281,831 17	6,064 73	465,036 88	......Totals	14,555 93	6,064 73	239,251 20	205,165 02	465,036 88

WELLAND SHIP CANAL.—Amounts Expended on Construction.

——	Year ending.	Capital.
		$ cts.
Government expenditure	1914	994,257 60
"	1915	4,074,200 69
" "	1916	4,892,105 15
" "	1917	3,513,769 82
" "	1918	1,235,046 59
" "	1919	1,823,875.96
Total	....	16,533,255 81

Expenditure as above		$16,533,255 81
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—		
1905–06	$ 13,231 97	
1906–07	10,825 27	
1907–08	8,300 34	
1908–09	19,993 37	
1909–10	9,979 91	
1910–11	21,229 35	
1911–12	23,138 60	
1912–13	112,890 92	
		219,589 73
Total cost of Welland Ship Canal to March 31, 1919		$16,752,845 54

HUDSON BAY RAILWAY.—Amounts Expended on Construction.

——	Year ending.	Capital.
		$ cts.
Government expenditure	1909	92,427 83
" "	1910	53,042 63
" "	1911	184,149 81
" "	1912	159,632 00
" "	1913	1,099,063 15
" "	1914	4,498,717 25
" "	1915	4,773,743 99
" "	1916	4,889,131 77
" "	1917	2,604,279 94
" "	1918	1,879,699 00
" "	1919	562,557 80
Total to March 31, 1919	....	20,796,445 17

QUEBEC BRIDGE.—Amounts Expended on Construction.

——	Year. ending.	Capital	Income.
		$ cts.	$ cts.
Government expenditure	1909		422,867 12
“ “	1910		111,788 02
“ “	1911	227,563 40	
“ “	1912	603,293 07	
“ “	1913	1,512,825 96	
“ “	1914	2,604,105 61	
“ “	1915	2,816,305 10	
“ “	1916	2,746,813 70	
“ “	1917	2,733,677 00	
“ “	1918	931,278 01	
“ “	1919	656,761 79	
Total		14,832,623 64	534,655 14
Less amount received from the Phœnix Bridge Co., 1910			100,000 00
Total to March 31, 1919		14,832,623 64	434,655 14

Capital expenditure as above		$14,832,623 64
In this expenditure a total of $91,188.10 has been credited, being received for the sale of scrap and used material from the collapsed bridge.		
Add amounts paid by the Finance Department not included above:—		
Amount guaranteed by Act of 1903, Chap. 54	$ 6,424,781 00	
Amount paid to the Province of Quebec	250,000 00	
Amount paid to City of Quebec	300,000 00	
Amount paid to Emile Tanguay, as per Supreme Court award	485 20	
		6,975,266 20
		21,807,889 84
Less amount received from the Phoenix Bridge Co		100,000 00
Agrees with Public Accounts Balance Sheet, 1919		$21,707,889 84
To which add the expenditure under Income, 1909 and 1910	$ 534,655 14	
Add also amount paid for subsidies in 1901, 1902 and 1903	374,353 33	
		909 008 47
Total expenditure to date of March 31, 1919		$22,616,898 31

EXPENDITURE on the Canadian Government Railways to March 31, 1919.

CAPITAL ACCOUNT.

Railways.	Previous Years.	Year ending March 31, 1919.	Total.
	$ cts.	$ cts.	$ cts.
Intercolonial Railway System as follows:—			
Canada Eastern Ry	819,000 00	....	819,000 00
Cape Breton Ry	3,860,679 14	....	3,860,679 14
Drummond County Ry	1,464,000 00	....	1,464,000 00
Eastern Extension Ry	1,324,042 81	....	1,324,042 81
Montreal and European Ry	333,942 72	....	333,942 72
Oxford and New Glasgow Ry	1,949,063 21	....	1,949,063 21
Intercolonial Ry	116,366,437 51	10,537,031 24	126,903,468 75
Total	126,117,165 39	10,537,031 24	136,654,196 63
Prince Edward Island Ry	11,829,557 44	732,752 53	12,562,309 97
International Ry. of New Brunswick	13,031 96	77,849 84	90,881 80
New Brunswick and Prince Edward Island Ry	391,454 27	126,201 30	517,655 57
Elgin and Havelock Ry	....	47,209 98	47,209 98
Moncton & Buctouche Ry	....	37,829 81	37,829 81
Salisbury & Albert Ry	....	42,304 58	42,304 58
St. Martins Ry	....	34,566 47	34,566 47
York & Carleton Ry	....	7,250 60	7,250 60
Canadian Northern Ry	....	9,733,333 24	9,733,333 24
Quebec and Saguenay Ry	1,703,589 90	4,846,306 52	6,549,896 42
National Transcontinental Ry	164,488,236 85	640,504 90	165,128,741 75
Hudson Bay Railway	20,233,887 37	562,557 80	20,796,445 17
Annapolis and Digby Ry	660,683 09	....	660,683 09
*a*European and North American Ry	88,363 18	....	88,363 18
*a*Nova Scotia Ry	208,509 72	....	208,509 72
*c*Carleton Branch Ry	48,410 48	....	48,410 48
Canadian Government Rys. Rolling Stock purchased 1917-18-19	24,392,985 80	12,767,481 83	37,160,467 63
Canadian Pacific Ry	62,789,776 09	....	62,789,776 09
Yukon Territory Works, Stikine Teslin Ry	283,323 55	....	283,323 55
Governor General's Cars	71,538 82	....	71,538 82
Miscellaneous Expenditure	18,345 00	....	18,345 00
Total	413,338,858 91	40,193,180 64	453,532,039 55
*b*Quebec Bridge	14,175,861 85	656,761 79	14,832,623 64
	427,514,720 76	40,849,942 43	468,364,663 19

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a Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.

b See Special Statement, page 19 and also 15.

c This Railway, which cost $88,410.48, was sold in 1893 to the City of St. John, N.B., for $40,000. (Vict. Cap. 6).

EXPENDITURE on the Canadian Government Railways to March 31, 1919.

INCOME ACCOUNT.

Railways.	Previous years.	1918–19.	Total.
	$ cts.	$ cts.	$ cts.
Annapolis and Digby Ry	8,381 82		8,381 82
Intercolonial Ry	280,000 00		280,000 00
Miscellaneous expenditure	4,027,475 05	415,351,78	4,442 826 83
Total	4,315,856 87	415,351 78	4,731,208 65
Quebec Bridge	434,655 14		434,655 14
Total	4,750,512 01	415,351 78	5,165,863 79

EXPENDITURE of the Canadian Government Railways to March 31, 1919.

REVENUE ACCOUNT—WORKING EXPENSES.

Railways.	Previous Years.	1918–19.	Total.
	$ cts.	$ cts.	$ cts.
*Intercolonial Railway	254,610,305 36	28,242,111 11	282,852,416 47
†New Brunswick and Prince Edward Island Ry	209,004 68	†	209,004 68
Prince Edward Island Ry	14,113,147 64	1,596,049 91	15,709,197 55
International Ry. of New Brunswick	958,973 91	549,310 26	1,508,284 17
Moncton and Buctouche Ry		68,432 48	68,432 48
Salisbury and Albert Ry		95,967 51	95,967 51
St. Martins Ry		45,930 81	45,930 81
York and Carleton Ry		22,409 05	22,409 05
Elgin and Havelock Ry		48,343 40	48,343 40
St. John & Quebec Ry	354,724 73	192,690 05	547,414 78
National Transcontinental Ry	23,211,442 19	13,028,381 49	36,239,823 68
Miscellaneous expenditure	109,289 97	17,000 00	126,289 97
Canadian Pacific Ry	318,216 30		318,216 30
Eastern Extension Ry	538,094 06		538,094 06
Total	294,423,198 84	43,906,626 07	338,329,824 91
‡Intercolonial Ry.—Improvement and Betterments	2,586,230 21		2,586,230 21
Total	297,009,429 05	43,906,626 07	340,916,055 12

*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to $18,679.97.

†Included in Intercolonial Railway Working Expenses.

‡This charge to Working Expenses was credited to Rolling Stock account for the purchase of rolling stock out of the earnings of the railway.

REVENUE RECEIVED by the Canadian Government Railways to March 31, 1919.

Railways.	Previous Years.	1918-19.	Total.
	$ cts.	$ cts.	$ cts.
Intercolonial Railway	246,695,114 08	26,435,353 78	273,130,457 86
†New Brunswick and Prince Edward Island Ry	114,170 90	†	114,170 90
Prince Edward Island Ry	9,834,688 51	741,514 58	10,576,203 09
International Ry	427,671 52	202,354 27	630,025 79
Moncton & Buctouche Ry		32,610 20	32,610 20
Salisbury and Albert Ry		44,472 00	44,472 00
St. Martins Ry		16,694 06	16,694 06
York & Carleton Ry		6,954 35	6,954 35
Elgin & Havelock Ry		13,447 08	13,447 08
St. John & Quebec Ry	211,680 35	139,185 21	350,865 56
National Transcontinental Ry	17,493,990 55	10,412,407 56	27,906,398 11
Canadian Pacific Ry	396,473 75		396,473 75
Eastern Extension Ry	462,465 68		462,465 68
Total	275,636,255 34	38,044,983 09	313,681,238 43

†Revenue included with the Intercolonial Railway.

MISCELLANEOUS EXPENDITURE common to both Railways and Canals including War appropriation, to March 31, 1919.

INCOME ACCOUNT.

Expenditure previous to 1918-19		$ 2,585,735 54
Expenditure during 1918-19		2,871,849 71
Total		$ 5,457,585 25

EXPENDITURE common to both Railways and Canals to March 31, 1919.

REVENUE ACCOUNT.

——	Previous. Years.	1918-19.	Total.
	$ cts.	$ cts.	$ cts.
Expenditure	69,711 05		69,711 05

GOVERNMENT RAILWAYS.

RECAPITULATION of EXPENDITURE and REVENUE to March 31, 1919.

——	Year.	Capital.	Revenue.		Revenue received.
			Improvement and Betterments.	Working expenses.	
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation	......	13,881,460 65	....	....	....
Since Confederation—					
1868 to 877 inclusive..	......	33,476,607 70	....	10,059,936 93	7,270,643 05
“ “ ..	1878	2,643,741 72	....	2,032,873 05	1,514,846 38
“ “ ..	1879	2,507,053 71	....	2,233,496 34	1,419,955 60
“ “ ..	1880	6,109,077 14	....	1,851,489 26	1,739,137 25
“ “ ..	1881	5,577,236 73	....	2,220,421 39	2,200,486 25
“ “ ..	1882	5,175,046 61	....	2,310,638 54	2,237,583 39
“ “ ..	1883	11,707,619 02	....	2,636,551 70	2,541,205 41
“ “ ..	1884	14,013,074 89	....	2,613,508 87	2,551,937 97
“ “ ..	1885	11,224,244 54	....	2,749,710 53	2,624,243 07
“ “ ..	1886	4,443,220 17	....	2,819,973 50	2,629,336 35
“ “ ..	1887	1,846,887 18	....	3,152,650 40	2,840,747 88
“ “ ..	1888	1,765,582 11	....	3,621,076 62	3,166,253 22
“ “ ..	1889	2,709,857 37	....	3,513,063 67	3,167,542 67
“ “ ..	1890	2,392,767 99	....	3,846,044 42	3,203,874 11
“ “ ..	1891	1,184,317 34	....	3,949,263 73	3,181,888 56
“ “ ..	1892	417,425 73	....	3,748,597 77	3,136,393 51
“ “ ..	1893	712,917 44	....	3,288,629 62	3,262,505 62
“ “ ..	1894	585,749 01	....	3,226,208 13	3,179,019 57
“ “ ..	1895	376,814 83	....	3,197,846 17	3,129,450 37
“ “ ..	1896	324,774 72	....	3,254,442 64	3,140,678 47
“ “ ..	1897	204,624 31	....	3,195,959 58	3,060,074 38
“ “ ..	1898	270,990 85	....	3,507,248 88	3,313,847 10
“ “ ..	1899	1,112,348 47	....	3,696,612 31	3,940,570 11
“ “ ..	1900	3,309,130 42	....	4,665,228 06	4,774,161 87
“ “ ..	1901	3,922,989 37	....	5,739,051 54	5,213,381 24
“ “ ..	1902	5,386,611 24	....	5,861,099 54	5,918,990 43
“ “ ..	1903	3,083,680 86	....	6,474,134 20	6,584,598 77
“ “ ..	1904	2,619,059 86	....	7,599,958 57	6,627 255 51
“ “ ..	1905	6,125,481 79	....	8,906,154 35	7,050,892 11
“ “ ..	1906	6,102,565 74	....	7,893,653 49	7,950,552 97
“ “ ..	1907	7,174,370 17	....	6,328,745 65	6,509,186 49
“ “ ..	1908	23,684,005 25	....	9,595,295 43	9,534,569 04
“ “ ..	1909	29,414,227 34	....	9,764,586 51	8,894,420 42
“ “ ..	1910	21,505,975 91	....	9,095,903 96	9,647,963 71
“ “ ..	1911	24,532,466 18	....	10 037,878 77	10,249,394 38
“ “ ..	1912	23,108,805 52	....	11,074,852 80	11,034,165 83
“ “ ..	1913	17,375,968 10	....	12,499,925 65	12,442,203 46
“ “ ..	1914	21,628,095 15	....	13,559,225 45	13,394,317 37
“ “ ..	1915	21,865,663 92	....	12,474,453 85	12,149,357 32
“ “ ..	1916	21,155,255 19	1,515,895 57	17,891,484 65	18,427,908 65
“ “ ..	1917	12,003,649 70	1,070,334 64	24,725,571 90	23,539,758 61
“ “ ..	1918	34,699,416 96	....	33,400,460 45	27,240,956 87
..	1919	40,193,180 64	....	43,889,626 07	38,013,725 69
Total..................	......	*453,554,039 55	2,586,230 21	338,203,534 94	313,649,981 03

Total amount of capital expenditure..	453,554,039 55
Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway..	40,000 00
Net amount of capital expenditure....................................	453,514,039 55

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*Cost of Quebec Bridge not included.

TOTAL EXPENDITURE AND REVENUE of the Department of Railway and Canals prior to and since Confederation to March 31, 1919.

		$ cts.	$ cts.
GRAND TOTAL EXPENDITURE			1,067,463,303 67
Expenditure on Railways		799,179,303 32	
" Quebec Bridge		15,267,278 78	
" Railway Subsidies		76,056,625 54	
" Canals		171,432,799 73	
" Miscellaneous		5,527,296 30	
Total Expenditure			1,067,463,303 67
CLASSIFICATION OF EXPENDITURE IN GENERAL—			
Capital account		595,277,870 58	
Revenue account		375,820,770 63	
Income account		20,308,036 92	
Consolidated Fund—			
Consolidated fund—Railway subsidies, pages 24 to 31		76,056,625 54	
Total expenditure			1,067,463,303 67
CLASSIFICATION OF EXPENDITURE IN DETAIL—			
Railways—			
Capital—*See* page 19		453,532,039 55	
Income—*See* page 20		4,731,208 65	
Revenue—*See* page 20		340,916,055 12	799,179,303 32
Quebec Bridge—			
Capital—*See* page 19		14,832,623 64	
Income—*See* page 20		434,655 14	15,267,278 78
Railway subsidies—*See* pages 24 to 31		76,056,625 54	76,056,625 54
Total expenditure on railways	890,503,207 64		
Canals—			
Capital—*See* pages 11 and 13		126,913,207 39	
Income—*See* pages 11 and 13		9,684,587 88	
Revenue—*See* pages 12 and 13			
" Staff	19,800,231 08		
" Repairs	15,034,773 38		
		34,835,004 46	171,432,799 73
Miscellaneous expenditure—			
Income—*See* page 21		5,457,585 25	
Revenue—*See* page 21		69,711 05	5,527,296 30
Grand total expenditure			1,067,463,303 67

REVENUE RECEIVED.

	$ cts.	$ cts.
GRAND TOTAL OF REVENUE RECEIVED from July 1, 1867 to Mar. 31, 1919		
Railways—*See* page 21	313,649,981 03	
Canals—*See* page 14	17,467,794 44	
Grand total		331,117,775 47

RAILWAY AND BRIDGE SUBSIDY STATEMENTS

I.—*Statement showing the Railway Subsidies paid during the year ending March 31, 1919.*

II.—*Statement of Railway and Bridge Subsidies paid from July 1, 1883, to March 31, 1919.*

I.—RAILWAY SUBSIDIES PAID DURING YEAR ENDING MARCH 31, 1919

Date.	Name of Railway.	Amount.	
		$ cts.	$ cts.
1919. Feb. 19......	*Canadian Northern Alberta Railway Co.*— Act 1913, Cap. 10. Payment of balance of subsidy on 260 miles of railway from Edmonton, Alta., to the boundary line of British Columbia at Yellowhead Pass......................................	....	25,896 00
May 10......	*Canadian Northern Ontario Railway.*— Act 1913, Cap. 10. Payment of balance of subsidy on 894.48 miles of railway from Ottawa to Port Arthur..	....	17,909 32
1918. Sept. 21......	*Canada Central Railway*— Appropriation Act No. 2, 1918, vote 382. Payment on Account of contribution towards the cost of construction of a railway bridge over the Peace River at, or near Peace River Crossing, Alberta........................	99,242 50	
1919. Feb. 4......	Further payment on same...	62,787 50	
April 24......	Final payment on same..	12,970 00	175,000 00
	Total..	....	218,805 32

II.—STATEMENT showing Subsidies paid to March 31, 1919.

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1916.	1916–17.	1917–18.	1918–19.	Total to March 31, 1919.
Authority.	Amount.							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
47 Vic., chap. 8	51,200 00	1	Albert Southern Railway, N.B.	50,460 00				50,460 00
52 " 3								
3–4 Geo. V, chap. 46	—	2	Alberta Central Railway, Alta.	404,480 00				404,480 00
62–3 Viv., chap. 7								
63–4 " 8	—	3	Algoma Central and Hudson Bay Ry., Ont.	2,048,704 00				2,048,704 00
1 Ed. VII, chap. 7								
9–10 " 51	—	4	Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario	547 648 00				547,648 00
1 " 7	—	5	Atlantic and Lake Superior Ry., Quebec	a163,418 19				a163,418 19
37 Vic., chap. 14	186,500 annually for 20 years...	6	Atlantic and Northwestern Railway	3,732,000 00				3,732,000 00
6 Ed. VII, chap. 43	—	7	Atlantic, Quebec and Western Ry. Co., Quebec	902,800 00				902,800 00
9–10 " 51								
46 Vic., chap. 25								
47 " 8	320,000 00	8	Baie des Chaleurs Railway, Quebec	620,000 00				620,000 00
52 " 3	300,000 00							
—	—	9	Bay of Quinte Railway, Ontario, now (1918) Canadian Northern Ry.	141,722 45				141,722 45
50–1 Vic., chap. 27	62,4000	10	Beauharnois Junction Railway, Quebec	62,400 00				62,400 00
56 " 4								
48–9 " 54	22,400 00	11	Belleville and North Hastings Railway, Ontario	21,888 00				21,888 00
49 " 19								
50–1 " 24	57,600 00	12	Brantford, Waterloo and Lake Erie Ry., Ontario	57,600 00				57,600 00
57–8 " 4								
48–9 " 59	128,000 00	13	Brockville, Westport and Sault Ste. Marie Railway, Ontario, now (1918) Canadian Northern Ry.	140,800 00				140,800 00
53 " 2								
54–5 " 8	64,000 00							
57–8 " 4								
"	—	15	Bruce Mines and Algoma Railway, Ontario	53,920 00				53,920 00
49 Vic., chap. 10	96,000 00							
50–1 " 24	6,400 00	14	Buctouche and Moncton Railway, New Brunswick	101,600 00				101,600 00
48–9 " 59	96,000 00							
49 " 10	38,400 00	16	Canada Atlantic Railway, Ontario	282,355 20				282,355 20
50–1 " 24	180,000 00							
47 " 8	128,000 00							
48–9 " 59	19,200 00							
49 " 10	32,000 00							

STATEMENT Showing Subsidies paid to March 31, 1919.—*Continued.*

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1916.	1916-17.	1917-18.	1918-19.	Total to March 31, 1919.
Authority.	Amount.							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
App. Act 2, 1918	175,000 00	16½	Canada Central Ry., Alberta				175,000 00	175,000 00
48-9 " 59 51 " 3 57-8 " 4 62-3 " 7	24,439 84 140,800 00 35,200 00 —	17	Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry	374,839 84				374,839 84
7-8 Ed. VII, c. 63	—	18	Canada and Gulf Terminal Ry. Co	210,053 59				210,053 59
47 Vic., chap. 8 49 " 10 52 " 3 53 " 2 56 " 2 57-8 " 4 7-8 Ed. VII, c. 63	32,000 00 57,600 00 22,400 00 48,000 00 47,000 00 70,400 00 —	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	1,265,357 14				1,265,357 14
2 Geo. V, chap. 7 3-4 " 10	—	20	Canadian Northern Alberta Ry. Co., Alberta	3,094,104 00			25,896 00	3,120,000 00
6-7 Ed. VII, c. 40 7-8 " 63	—	21	Canadian Northern Ontario Ry. Co	14,028,582 10	358,180 41	80,963 37	17,909 32	14,485,635 20
—	—	22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories	1,909,132 00				1,909,132 00
2 Geo. V, chap. 9	—	23	Canadian Northern Pacific Ry. Co., British Columbia	5,648,626 37		338,893 63		5,987,520 00
—	—	24	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	391,819 75				391,819 75
60-61 Vic., chap. 5	3,630,000 00	25	Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)	3,404,720 00				3,404,720 00
—	—	26	Canadian Pacific Ry. Co. (Dyment Branch)	22,336 00				22,336 00
2 Geo. V, chap. 48	—	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta	126,000 00				126,000 00
3-4 " 46	—	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge	80,032 00				80,032 00
—	--	29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00				153,866 00
7-8 Ed. VII, c. 63	—	30	Can. Pac. Ry. Co., Moosejaw northwesterly	485,474 27				485,474 27
2 Geo. V, chap. 48	—	31	Can. Pac. Ry. Co. Bridge at Outlook	115,000 00				115,000 00
—	—	32	Can. Pac. Ry. Co. (Pheasant Hills Branch)	435,200 00				435,200 00
—	—	33	Can. Pac. Ry. Co. (Pipestone Branch)	160,000 00				160,000 00
55-6 Vic., chap. 5	80,000 00	34	Can. Pac. Ry. Co., B.C., Revelstoke to Arrow Lake	80,000 00				80,000 00
—	—	35	Can. Pac. Ry. Co. (Selkirk Branch)	83,200 00				83,200 00
4 Ed. VII, chap. 34	—	36	Can. Pac. Ry. Co. (Staynerville Branch)	13,024 00				13,024 00
6 " 43	—	37	Can. Pac. Ry. Co. (Teulon to Icelandic River)	112,000 00				112,000 00
—	—	38	Can. Pac. Ry. Co. (Waskada Branch)	64,000 00				64,000 00
7-8 Ed. VII, c. 63	—	39	Can. Pac. Ry., Winnipeg to Gimli, Man	34,522 43				34,522 43
48-9 Vic., chap. 58	1,500,000 00	40	Canadian Pacific Extension	1,500,000 00				1,500,000 00

57-8 “ 4	9,000 00	41	Cap de la Magdeleine Railway, Quebec	7,424 00				7,424 00
—	—	42	Cape Breton Extension Railway, Nova Scotia	196,800 00				196,800 00
46 Vic., chap. 25	115,200 00	43	Caraquet Railway, New Brunswick	224,000 00				224,000 00
47 “ 8	76,800 00							
50-1 “ 24	32,000 00							
47 “ 8	83,612 00	44	Central Railway, New Brunswick	226,012 54				226,012 54
51 “ 3	142,400 00							
52 “ 3	48,000 00							
53 “ 2								
57-8 “ 4								
61 “ 1								
62-3 “ 1								
2 Ed. VII, chap. 48	—	45	Central Railway of Canada, Quebec	30,145 02				30,145 02
46 Vic, chap. 2	1,525,250 00	46	Central Canada Railway	1,525,250 00				1,525,250 00
7 “ 8								
6-7 Ed. VII, c. 40	—	47	Central Ontario Railway Co., Ontario, now (1918) Canadian Northern Ry	205,862 79				205,862 79
—	—	48	Coast Line of Nova Scotia, (Halifax and Yarmouth Ry.), now (1918) Canadian Northern Ry	160,000 00				160,000 00
6 Ed. VII, chap. 43	—	49	Colchester Coal and Railway Co., Nova Scotia	12,800 00				12,800 00
53 Vic., chap. 2	112,000 00	50	Columbia and Kootenay, Ry. Co., British Columbia	88,800 00				88,800 00
50-1 “ 24	44,800 00	51	Cornwallis Valley Railway Co., Nova Scotia	44,800 00				44,800 00
52 “ 3								
50-1 “ 24	44,800 00	52	Cumberland Railway and Coal Co., Nova Scotia	39,850 00				39,850 00
5-6 “ 5	89,600 00	53	Dominion Coal Company, Nova Scotia	87,808 00				87,808 00
50-1 “ 24	22,400 00	54	Dominion Lime Company, Quebec	15,360 00				15,360 00
50-1 “ 24	96,000 00	55	Drummond County Railway, Quebec	423,936 00				423,936 00
52 “ 3	14,400 00							
53 “ 2	76,800 00							
57-8 “ 4	96,000 00							
—	—	56	East Richelieu Valley Railway Co., Quebec (Quebec, Montreal and Southern Ry)	69,952 00				69,952 00
3-4 Geo.V, chap.46	—	57	Edmonton, Dunvegan and British Columbia Railway, Alberta		125,202 84			125,202 84
6-7 Ed. VII, c. 40	—	58	Edmonton, Yukon and Pacific Railway Co., Alberta, now (1918) Canadian Northern Ry	91,200 00				91,200 00
46 Vic., chap. 25	38,400 00	59	Elgin, Petitcodiac and Havelock Railway, N.B	82,652 82				82,652 82
51 “ 3	44,252 82							
47 “ 8	96,000 00	60	Erie and Huron Railway, Ontario	96,000 00				96,000 00
47 “ 6	750,000 00	61	Esquimalt and Nanaimo Railway, British Columbia	1,520,560 00				1,520,560 00
2 Geo. V, chap. 48	—	62	Fredericton and Grand Lake Railway Co., New Brunswick	216,576 00				216,576 00
52 Vic., chap. 3	30,000 00	63	Fredericton and St. Mary's Ry. Bridge Co., New Brunswick	30,000 00				30,000 00
60-61 “ 4	500,000 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec	500,000 00				500,000 00
63 “ 3								
56 “ 2	48,000 00	65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario	39,744 00				39,744 00
7-8 Ed. VII, c. 63	—	66	Grand Trunk Pacific Ry. Co	1,220,480 00				1,220,480 00

STATEMENT showing Subsidies paid to March 31, 1919.—*Continued.*

Subsidies Voted.		No.	Railways.	July 1, 1883, to March 31, 1916.	1916–17.	1917–18.	1918–19.	Total to March 31, 1919.
Authority.	Amount.							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
49 Vic., chap. 10	32,000 00	67	Great Eastern Railway, Quebec	40,345 00				40,315 00
50-1 " 24	96,000 00							
56 " 2	64,000 00							
53 " 2	37,500 00							
50-1 " 24	51,200 00	68	Guelph Junction Railway, Ontario	46,000 00				46,000 00
57-8 " 4	—	69	Gulf Shore Railway Company, New Brunswick	53,699 20				53,699 20
9-10 Ed. VII, c. 51	—	69½	Ha-Ha-Bay Railway Co., Quebec	231,226 20	235 80			231,462 00
—	—	70	Halifax and Southwestern Railway Co., Nova Scotia, now (1918) Canadian Northern Ry	1,238,450 93				1,238,450 93
50-1 Vic., chap. 24	9,600 00	71	Harvey Branch Railway Co., New Brunswick	5,553 57				5,553,57
49 " 10	108,800 00	72	Hereford Railway, Quebec	155,200 00				155,200 00
52 " 3	48,000 00							
46 " 25	156,800 00	73	International Railway, Quebec	156,800 00				156,800 00
53 " 3								
7-8 Ed. VII, c. 63	—	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co	726,080 00				726,080 00
—	—	75	Inverness Railway and Coal Co	368,545 97				368,545 97
47 Vic., chap. 8	160,000 00	76	Irondale, Bancroft and Ottawa Railway, Ontario, now (1918) Canadian Northern Ry	144,000 00				144,000 00
52 " 3								
49 " 10	38,400 00	77	Joggins Railway, Nova Scotia	37,500 00				37,500 00
50-1 " 24	4,000 00							
6 Ed. VII, chap. 43	—	78	Kettle Valley Ry., British Columbia	1,883,288 29	290,902 43			2,174,190 72
46 Vic., " 24	89,600 00	79	Kingston, Napanee and Western Ry., formerly Napanee Tamworth and Quebec Ry., Ontario, now (1918) Canadian Northern Ry	208,732 80				208,732 80
49 " 10	70,000 00							
50-1 " 24	12,800 00							
52 " 3	32,000 00							
55-6 " 5	64,000 00							
47 Vic., chap. 8	48,000 00	80	Kingston and Pembroke Ry., Ontario	48,000 00				48,000 00
6 Ed. VII, chap. 43	—	81	Klondike Mines Railway	197,184 00				197,184 00
2 " 48	—	82	Kootenay Central Ry. Co., British Columbia	1,065,856 00				1,065,856 00
50-1 Vic., chap. 23	118,400 00	83	Lake Erie and Detroit River Railway, Ontario	475,851 00				475,851 00
55-6 " 4	224,000 00							
62-3 " 5	—							
2 Geo. V, chap. 48	—	84	Lake Erie and Northern Ry. Co., Ontario	135,129 60	185,062 40			320,192 00
50-1 Vic., chap. 24	65,200 00	85	Lake Temiscamingue Colonization Ry., Quebec	310,335 95				310,335 95
57-8 " 4	274,910 00							
49 " 10	11,200 00	86	L'Assomption Railway, Quebec	11,200 00				11,200 00

50-1 "	24	217,600 00	87	Laurentian Railway, now (1918) Canadian Northern Ry	217,600 00			217,600 00
48-9 "	50	44,800 00	88	Leamington and St. Clair Ry., Ontario	51,200 00			51,200 00
50-1 "	24	6,400 00						
6-7 Ed. VII, c.	40	—	89	Liverpool and Milton Ry. now (1918) Canadian Northern Ry	32,000 00			32,000 00
45 Vic., chap.	14	—	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario	185,173 06			185,173 06
—								
55-6 Vic., chap.	5	48,000 00	91	Lotbinière and Megantic Railway, Quebec	96,000 00			96,000 00
57-8 "	4	48,000 00						
—		—	92	Maganetawan River Railway Co., Ontario	3,552 00			3,552 00
7-8 Ed. VII, c.	63	—	93	Maritime Coal and Railway Co.	3,200 00			3,200 00
—		—	94	Massawippi Valley Railway Co., Quebec	5,376 00			5,376 00
—		—	95	Midland Railway Co., Nova Scotia	399,060 40			399,060 40
—		—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now (1918) Canadian Northern Ry	125,760 00			125,760 00
3 Ed. VII, chap.	57	—	97	Minudie Coal Co., Nova Scotia	18,544 00			18,544 00
56 Vic., chap.	2	67,200 00						
57-8 "	4	38,400 00	98	Montfort Colonization Railway, Quebec, now (1918) Canadian Northern Ry	167,440 00			167,440 00
60-1 "	4	66,000 00						
48-9 "	59	30,000 00						
50-1 "	24	64,000 00	99	Montreal and Champlain Junction Railway, Quebec	103,600 00			103,600 00
51 "	3	9,600 00						
49 "	10	32,000 00	100	Montreal and Lake Maskinonge Railway, Quebec	41,280 00			41,280 00
53 "	2	10,200 00						
50-1 "	24							
53 "	2	192,000 00	101	Montreal and Ottawa Railway, Ontario	192,000 00			192,000 00
54-5 "	8							
57-8 "	4							
1 Ed. VII, chap.	7	—	102	Montreal and Province Line Railway, Quebec	58,560 00			58,560 00
48-9 "	59	72,000 00	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	93,757 57			93,757 57
53 "	2	40,000 00						
53 Vic., chap.	2	361,270 00	104	Montreal and Western Railway, Quebec	361,270 00			361,270 00
57-8 "	4	121,600 00	105	Nakusp and Slocan Railway, British Columbia	117,760 00			117,760 00
6 Ed. VII, chap.	43	—	106	Napierville Junction Railway Co., Quebec	173,440 00			173,440 00
—		—	107	New Brunswick Coal and Railway Co., New Brunswick	48,000 00			48,000 00
48-9 Vic., chap.	59	118,400 00	108	New Brunswick and Prince Edward Island Railway	113,440 00			113,440 00
55-6 "	5	40,000 00	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia	39,840 00			39,840 00
Ed. VII, chap.	57	—	110	Nicola, Kamloops and Similkameen Coal Railway Co.	300,800 00			300,800 00
7-8 "	63	—	111	North Shore Railway Co., formerly Beersville Coal and Railway Co.	27,616 00			27,616 00
—		—	112	Northern Colonization Railway Co., Quebec	355,200 00			355,200 00
2 Geo. V, chap.	47	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick	108,160 00			108,160 00
3-4 "	46							
46 "	26	660,000 00	114	Northern and Pacific Junction Railway, Ontario	1,320,000 00			1,320,000 00
53 "	2	660,000 00						
55-6 "	5	240,000 00	115	Nova Scotia Central Railway Co., Nova Scotia, now (1918) Canadian Northern Ry	235,200 00			235,200 00
61 "	1							
56 "	2	32,000 00	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. & Mining Co.) now (1918) Canadian Northern Ry	30,720 00			30,720 00

STATEMENT showing Subsidies paid to March 31, 1919.—*Concluded.*

Subsidies Voted.		No.	Railways.	July 1, 1883 to March 31, 1916.	1916-17.	1917-18.	1918-19.	Total to March 31, 1919.
Authority.	Amount.							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
53 " 2	99,200 00	117	Orford Mountain Railway Company, Quebec	202,926 50				202,926 50
3 Ed. VII, chap. 2	—							
56 " 2	22,400 00	118	Oshawa Railway and Navigation Co., Ontario	22,400 00				22,400 00
55-6 " 5	—	119	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00				779,712 00
—	—	120	Ottawa and New York Railway Company, Ontario	262,384 00				262,384 00
52 Vic., chap. 3	320 000 00	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20				414,931 20
57-8 " 6	64,000 00							
60-1 " 4	—							
52 " 3	128,000 00	122	Parry Sound and Colonization Railway, Ontario	152,800 00				152,800 00
57-8 " 4	64,000 00							
—	—	123	Pembroke Southern Railway, Ontario	64,000 00				64,000 00
55-6 Vic., chap. 5	—	124	Phillipsburg Junction Ry. Quarry Co., Quebec	23,712 00				23,712 00
47 " 8	272,000 00	125	Pontiac Pacific Junction Railway, Quebec	193,578 00				193,578 00
51 " 3	41,000 00							
53 " 2	24,000 00							
60-1 " 4	212,500 00	126	Pontiac Pacific and Ottawa & Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00				212,500 00
63-4 " 2								
52 " 3	19,200 00	127	Pontiac and Renfrew Railway, Ontario	13,600 00				13,600 00
51 " 3	287,200 00	128	Port Arthur, Duluth and Western Ry., Ontario, now (1918) Canadian Northern Ry	271,200 00				271,200 00
53 " 2								
62-3 " 7	1,000,000 00	129	Quebec Bridge Co., Quebec	374,353 33				374,353 33
63-4 " 8								
47 " 8	60,342 00	130	Quebec Central Ry., Quebec	585,038 90				585,038 90
51 " 3								
53 " 2	288,000 00							
7-8 Ed. VII, c. 63	—							
45 Vic., chap. 14	384,000 00	131	Quebec and Lake St. John Railway, Quebec, now (1918) Canadian Northern Ry	1,261,463 50				1,261,463 50
46 " 25	80,000 00							
48-49 " 59	96,000 00							
49 " 10	186,295 00							
50-1 " 24	28,800 00							
51 " 3	96,000 00							
52 " 3	64,000 00							
53 " 2	40,000 00							
54-5 " 8	5,250 00							
57-8 " 4	44,800 00							
52 Vic., chap. 3	96,000 00	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec	96,000 00				96,000 00
56 " 3								
—	—	132½	Quebec, Montreal and Southern Railway Co.—*See* South Shore Ry., Quebec.					
7-8 Ed. VII, c. 51	—	133	Quebec and Saguenay Railway Co., Quebec	248,801 28				248,801 28
—	—	134	Schomberg and Aurora Railway Co., Ontario	46,144 00				46,144 00

52 Vic., chap. 3	163,200 00	135	Shuswap and Okanagan Railway, British Columbia	163,200 00				163,200 00
2 Geo. V, chap. 48	—	136	Southampton Railway Co., New Brunswick	81,280 00				81,280 00
50-1 Vic., chap. 24	54,400 00	137	South Norfolk Railway, Ontario	54,400 00				54,400 00
7-8 Ed. VII, c. 63	—	138	South Shore Railway (Quebec, Montreal and Southern), Quebec	514,811 06			14,630 94	529,442 00
50-1 Vic., chap. 24 55-6 " 5 57-8 " 4	138,400 00 108,000 00 108,800 00	139	St. Catharines and Niagara Central Railway, Ontario	38,400 00				38,400 00
52 " 3	375,000 00	140	St. Clair Frontier Tunnel Co., Ontario	375,000 00				375,000 00
2 Geo. V, chap. 48	—	141	St. John and Quebec Railway Co., New Brunswick	598,319 70		285,916 81		884,236 51
53 Vic., chap. 2 55-6 " 5 60-61 " 4	57,600 00 25,024 00	142	St. Lawrence and Adirondack Railway, Quebec	149,481 60				149,481 60
47 " 8	22,400 00	143	St. Louis and Richibucto Railway, New Brunswick	22,400 00				22,400 00
—	—	144	St. Mary River Railway Co., Northwest Territories	148,094 00				148,094 00
7-8 Ed. VII, c. 63	—	145	St. Mary's and Western Ontario Railway Co., Ontario	67,709 00				67,709 00
7-8 " 63	—	146	St. Maurice Valley Railway Co., Three Rivers to Grand Mère, Quebec	173,120 00				173,120 00
56 Vic., chap. 2	—	146½	St. Stephen and Milltown Railway, New Brunswick	14,848 00				14,848 00
3-4 Geo. V, chap. 53	—	147	Temiskaming and Northern Ontario Railway Co., Ontario	2,134,080 00				2,134,080 00
45 Vic., chap. 14 48-9 " 58 51 " 3 53 " 2	240,000 00 258,000 00 100,000 00 51,200 00	148	Temiscouata Railway, New Brunswick and Quebec	645,950 00				645,950 00
7-8 Ed. VII, c. 63	—	149	Thessalon and Northern Railway Co., Ontario	6,112 00				6,112 00
52 Vic., chap. 3 63-4 " 8	54,400 00	150	Thousand Islands Railway, Ontario	29,840 00				29,840 00
55-6 " 5 57-8 " 4 60-61 " 4 62-63 " 7	— — — —	151	Tilsonburg, Lake Erie and Pacific Railway, Ontario	150,071 48				150,071 48
54-5 " 8 53 " 2 55-6 " 5	89,600 00 35,200 00 9,600 00	152	Tobique Valley Railway, New Brunswick	134,016 00				134,016 00
59 " 10	16,000 00	153	Toronto, Grey and Bruce Railway, Ontario	14,656 00				14,656 00
56 " 2 57-8 " 4	102,400 00 102,400 00	154	United Counties Railway Co., Quebec (Quebec, Montreal and Southern)	188,816 00				188,816 00
7-8 Ed. VII, c. 34	—	155	Vancouver and Lulu Island Railway Co., British Columbia	61,760 00				61,760 00
53 Vic., chap. 2	35,200 00	156	Waterloo Junction Railway, Ontario	32,800 00				32,800 00
49 " 10 53 " 2	256,000 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00				256,000 00
62-3 " 7	—	158	York and Carleton Railway, New Brunswick	32,896 00				32,896 00
			Total	†74,157,831 59	959,583 88	720,404 75	218,805 32	†76,056,625 54

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†This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount of $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by Vic. 47, cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. *See* Public Accounts, 1898-1919 and page 79, 1898.

APPENDIX II

CANADIAN GOVERNMENT RAILWAYS

CANADIAN GOVERNMENT RAILWAYS.

INTERCOLONIAL RAILWAY.

Capital Account.

The cost of the road and equipment, on March 31, 1918, was.. ..	$126,117,165 39
The additional expenditures during the year were..	10,537,031 24
Making the total cost to March 31, 1919..	$136,654,196 63

The gross earnings and working expenses for the year compare as follows:—

Gross earnings—I.C.R. rail account..		$ 25,896,376 95
Water account..		538,966 83
		$ 26,435,343 78
Working expenses, I.C.R. rail account..	$ 27,691,803 18	
Water account..	546,503 71	
	$ 28,238,306 89	
N.B. and P.E.I. Ry. (Interest on purchase price)..	2,604 22	
Vale railway (Rental)..	1,200 00	
		28,242,111 11
Working expenses over gross earnings (deficiency)		$ 1,806,767 33

Revenue.

The gross earnings, including water line, compare as follows with those of the previous year:—

1917-18 (Water line $246,994.17)..	$ 18,758,186 41
1918-19 (" $546,503.71)..	26,435,343 78
Increase..	$ 7,677,157 37

The earnings from passenger traffic (rail) compare as follows:—

1917-18..	$ 5,581,215 06
1918-19..	6,956,516 45
Increase..	$ 1,375,301 39

The earnings from freight traffic, including water line, compare as follows:—

1917-18 (Water line), $246,994.17..	$ 12,650,720 19
1918-19..	18,137,174 72
Increase..	$ 5,486,454 53

Miscellaneous earnings, including mails and express, compare as follows:—

1917-18..	$ 526,251 16
1918-19..	1,341,652 61
Increase..	$ 815,401 45

The rail earnings per mile of railway, compare as follows:—

1917-18	$	11,840 04
1918-19		16,559 80
Increase	$	4,719 76

The earnings per train mile compare as follows:—

1917-18	$	2 18
1918-19		3 07

The number of passengers carried compare as follows:—

1917-18	4,578,783 00
1918-19	4,606,538 00
Increase	27,755 00

The weight of revenue-producing freight compares as follows:—

1917-18	7,837,310 00
1918-19	9,097,677 00
Increase	1,260,367 00

A number of statements which give detailed information are appended to this report.

WORKING EXPENSES.

1917-18 (Water line, $246,994.17)	$	21,090,298 09
1918-19 (" $546,503.71)		28,242,111 11
Increase	$	7,151,813 02

The averages, not including water line, compare with those of last year as follows:—

Per mile run by engine in	1917-18	$	1 85
" " "	1918-19		2 38
" " train	1917-18		2 47
" " "	1918-19		3 28

The working expenses per mile of railway were as follows:—

1917-18	$	13,376 04
1918-19		17,710 34
Increase	$	4,334 30

The mileage of the railway for the year 1918-19 was 1563·81 miles (including Vale Railway 5·95 miles.)

During the year ended March 31, 1919, 716,318 ordinary ties were put in the track; 205·87 miles of track ballasted, and a total of 61·01 miles of ditching completed to provide better drainage for the roadbed; 10·25 miles of passing sidings, 14·27 miles of additional business sidings and 7·90 miles of private sidings were provided. Bridges, culverts, wharves, fences, and buildings were repaired, and 49·45 miles of standard woven-wire fence erected.

STORES.

The value of general stores the Canadian Government Railways carried over from the previous year was	$	6,205,809 45
The value of stores purchased and charges from other departments was		29,602,055 37
Total of	$	35,807,864 82
The value of stores used and sold		24,310,215 69
Balance of general stores on hand, March 31, 1919	$	11,497,649 13

PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1918-19 was 276·29 miles. The gauge is 3 feet 6 inches. On 21·1 miles of railway a multiple rail was laid for standard gauge, this mileage was however not in operation.

The cost of road and equipment, March 31, 1918, was..	$ 11,829,557 44
The expenditure during year 1918-19, was..	732,752 53
Making a total cost on March 31, 1919, of..	$ 12,562,309 97
Gross earnings..	$ 741,514 58
Working expenses (including water line, $4,751.26)..	1,596,049 91
Deficiency..	$ 854,535 33

The gross earnings compare with the previous year as follows:—

1917-18..	$ 656,227 22
1918-19..	741,514 58
Increase..	$ 85,287 36

The working expenses compare with the previous year as follows:—

1917-18..	$ 1,123,291 12
1918-19..	1,596,049 91
Increase..	$ 472,758 79

The necessary work to maintain the railway in a state of efficiency, the renewing of the track and switch ties, and ballasting of several miles of track, has been carried out.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The cost of road and equipment, March 31, 1918, was..	$ 391,454 27
The expenditure during the year 1917-18, was..	126,201 30
Making a total cost on March 31, 1919, of..	$ 517,655 57

An amount of $2,604.22 was paid as interest on purchase price.
The mileage of the Railway in 1918-19 was 36·05 miles.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

The expenditure on road and equipment, March 31, 1918, was.. ..	$ 13,031 96
The expenditure during the year 1918-19, was..	77,849 84
Making a total cost on March 31, 1919, of..	$ 90,881 80

Gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross earnings..	$ 202,354 27
Working expenses (including $90,000 interest charges)..	549,310 26
Deficiency..	$ 346,955 99

The mileage of the railway was 110·34 miles.

NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg and is 2,006·75 miles in length, which includes the Grand Trunk Pacific Branch Line from Fort William to Superior Junction (191·90 miles.)

The cost of the National Transcontinental Railway to March 31, 1918, was	$164,488,236 85
Expenditure during 1918-19	$ 640,504 90
Making total cost on March 31, 1919	$165,128,741 75

The gross earnings compare with the previous year as follows:—

1917-18	$ 7,621,204 51
1918-19	$ 10,412,407 56
Increase	$ 2,791,203 05

The working expenses compare with the previous year as follows:—

1917-18	$ 10,660,389 89
1918-19	13,028,381 49
Increase	$ 2,367,991 60

The gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross earnings	$ 10,412,407 56
Working expenses (including $600,000 rental Lake Superior branch)	13,028,381 49
Deficiency	$ 2,615,973 93

MONCTON AND BUCTOUCHE RAILWAY.

This railway which runs from Moncton to Buctouche was taken over by the Government, June 1, 1918. It is standard gauge, and the mileage is 29·93 miles.

The expenditure on Capital account up to March 31, 1919, for betterments and to bring the road up to Canadian Government Railways standard was	$ 37,829 81
Gross earnings	$ 32,610 20
Working expenses	68,432 48
Deficiency	$ 35,822 28

SALISBURY AND ALBERT RAILWAY.

This railway runs from Salisbury to Albert, and was taken over by the Government, July 1, 1918. It is of standard gauge and has a mileage of 44·77 miles.

The expenditure up to March 31, 1919, on Capital account for betterments to bring the road up to Canadian Government Railways standard was	$ 42,304 58
Gross earnings	$ 44,472 00
Working expenses	95,967 51
Deficiency	$ 51,495 51

ELGIN AND HAVELOCK RAILWAY.

This railway, which runs from Petitcodiac to Havelock and from Peticodiac to Elgin, was taken over by the Government, June 1, 1918. It is of standard gauge and the mileage is 26·11 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was..	$	47,209 98
Gross earnings..	$	13,447 08
Working expenses..		48,343 40
Deficiency..	$	34,896 32

ST. MARTINS RAILWAY.

This railway runs from Hampton to St. Martins and was taken over by the Government, June 1, 1918. It is of standard gauge and has a mileage of 28·73 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was..	$	34,566 47
Gross earnings..	$	16,694 06
Working expenses..		45,930 81
Deficiency..	$	29,236 75

YORK AND CARLETON RAILWAY.

This railway runs from Cross Creek to Stanley and was taken over by the Government, June 1, 1918. It is of standard gauge and has a mileage of 6·25 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was..	$	7,250 60
Gross earnings..	$	6,954 35
Working expenses..		22,409 05
Deficiency..	$	15,454 70

ST. JOHN AND QUEBEC RAILWAY.

The gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross earnings..	$	107,927 81
Working expenses..		192,690 05
Deficiency...	$	84,762 24
In addition to above, the amount paid the St. John and Quebec Railway, covering 40 per cent of gross earnings and charged to Income Account (rental) was..	$	46,174 85
	$	130,937 09
There is still unpaid for, March 31, 1919, the 40 per cent earnings for period October 1, 1918, to March 31, 1919, amounting to.. ..	$	31,505 18
Total deficiency for the fiscal year..	$	162,442 27

CANADIAN GOVERNMENT RAILWAYS.

PURCHASE OF ROLLING STOCK.

STATEMENT showing miscellaneous Rolling Stock charged against $50,000,000 Vote, Fiscal Year ending March 31, 1919.

Freight Cars—		
Locomotives		$ 5,974,594 85
40 ton box	$ 3,149,922 50	
50 ton coal	1,272,504 38	
40 ton flat	593,137 50	
Refrigerators	410,200 00	
Tank	135,782 50	
		$ 5,561,546 88
Passenger Cars—		
New	$ 1,082,733 95	
Second-hand	108,981 66	
		$ 1,191,715 61
Work equipment		$ 1,260,505 14
Miscellaneous—		
Draft arms, safety appliance, etc., applied to equipment on hand		$ 145,000 00
Total		$ 14,133,362 48
Less 500 box cars sold to the Canadian Northern Railway	$ 1,364,981 25	
Less adjustment of freight charges with Grand Trunk Railway	899 40	
		$ 1,365,880 65
Net total		$ 12,767,481 83

MOVEMENT OF MILITIA.

From March 31, 1918, until the Armistice was signed in November of the same year, 52,575 troops were shipped overseas from Halifax, and this necessitated the running of 156 extra trains.

During the same period the number of troops returned from overseas was 110,919, of which 39,965 were handled on regular trains, and to carry the balance 208 extra trains were run.

From August, 1914, to March 31, 1919, the number of troops for overseas handled by the Canadian Governemnt Railways, Intercolonial Division, was 691,262; 267,693 of these were handled on regular trains and to accommodate the balance 1,081 extra trains were run.

FATAL ACCIDENTS.

The number of fatal accidents on the Canadian Government Railways amounted to forty-two, of which eighteen were employees, three passengers and twenty-one others, the railways being exonerated in every case except one.

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT of Averages, year ended March 31, 1919.

	Inter-colonial Railway.	Prince Edward Island Railway.	Inter-national Railway.	National Trans-continental Railway.	Moncton and Buctouche Rail-way.	Elgin and Have-lock Railway.	Hampton and St. Martins Railway.	York and Carle-ton Railway.	Salis-bury and Albert Railway.	Canadian Government Railways.	St John and Quebec Railway.
Mileage of Railway	1,563·81	276·29	110·34	2,006·75	29·93	26·11	28·73	6·25	44·77	4,092·98	120·35
Total engine mileage	11,655,013	532,545	190,099	4,255,142	21,246	14,057	20,104	12,683	35,103	16,735,992	95,005
Total train mileage	8,447,481	372,108	167,735	3,472,573	16,614	11,148	15,395	6,360	28,735	12,538,149	79,496
Total car mileage	139,357,270	2,403,607	1,358,286	87,567,978	84,056	33,347	41,982	14,047	167,392	231,027,965	578,590
Earnings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Transportation—Rail	25,651,929 73	720,776 34	202,354 27	10,412,407 56	32,610 20	13,447 08	16,694 06	6,954 35	44,472 00	37,101,645 59	107,927 81
" Water	538,966 83	....	....	....	....	....	....	....	....	538,966 83	
Incidentals	244,447 22	20,738 24	....	....	....	....	....	....	....	265,185 46	
Total	26,435,3‑3 78	741,514 58	202,354 27	10,412,407 56	32,610 20	13,447 08	16,694 06	6,954 35	44,472 00	37,905,797 88	107,927 81
Operating expenses—											
Rail	27,695,607 40	1,591,298 65	549,310 26	13,028,381 49	68,432 48	48,343 40	45,930 81	22,409 05	95,967 51	43,145,681 05	192,690 05
Water	546,503 71	4,751 26	....	....	....	....	....	....	....	551,254 97	
Total	28,2‑2,111 11	1,596,049 91	549,310 26	13,028,381 49	68,432 48	48,343 40	45,930 81	22,409 05	95,967 51	43,696,936 02	192,690 05
Ratio of Earnings to Gross Earnings—	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.
Earnings from transportation—Rail	97·04	97·20	100·00	100·00	100·00	100·00	100·00	100·00	100·00	97·88	100·00
" " Water	2·04	....	....	....	....	....	....	....	....	1·42	
" Incidentals	0·92	2·80	....	....	....	....	....	....	....	0·70	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings per mile of railway	16,559 80	2,683 83	1,833 92	5,188 69	1,089 55	515 02	581 07	1,112 70	993 34	9,129 49	896 78
" engine mile	2 22	1 39	1 06	2 45	1 53	0 96	0 83	0 55	1 27	2 23	1 13
" train mile	3 07	1 99	1 21	3 00	1 96	1 21	1 08	1 09	1 55	2 98	1 36
" car mile	18 58	30 85	14 90	11 89	38 80	40 32	39 76	49 51	26 53	16 17	18 65
	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.
Ratio of expenses to gross earnings	106·95	214·60	271·46	125·12	209·85	359·51	275·13	322·23	215·79	115·47	178·54
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Expenses per train mile	327 86	486 48	327 49	375 18	411 90	433 65	298 35	352 34	333 97	344 11	242 39
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenses per mile of railway	17,710 34	5,759 52	4,978 34	6,492 28	2,286 42	1,851 53	1,598 71	3,585 45	2,143 57	10,541 39	1,601 08
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Repairs to locomotives	1,964,514 39	75,352 33	31,902 41	1,001,400 85	2,157 25	579 40	468 96	612 49	1,935 69	3,078,923 77	7,588 28
" freight cars	1,470,972 28	19,496 87	15,611 33	976,464 71	670 41	265 45	329 87	254 70	1,745 48	2,485,811 10	709 99
" passenger cars	793,545 41	28,435 23	8,470 71	303,381 37	1,121 09	370 86	519 59	185 29	1,373 39	1,137,402 94	177 27
Cost of repairs per locomotive	4,600 74	2,790 83	3,544 71	4,908 83	1,078 62	579 40	468 96	612 49	967 84	4,568 14	1,264 71
" freight cars	99 77	20 18	33 94	95 30	37 24	26 54	27 49	36 39	26 45	94 85	4 28
" passenger car	1,354 17	661 28	1,694 14	3,033 81	373 70	185 43	259 79	92 64	457 80	1,524 67	29 54

SUMMARY of the Passenger and Freight Traffic of the Canadian Government Railways and St. John and Quebec Railway, Year ended March 31, 1919.

	Inter-colonial Railway.	Prince Edward Island Rail-way.	Inter-national Railway of New Brunswick.	National Trans-continental Rail-way.	Moncton and Buctouche Rail-way.	Salis-bury and Albert Railway.	Elgin and Have-lock Railway.	St. Martins Railway.	York and Carleton Rail-way.	Canadian Government Railways.	St. John and Quebec Railway.
	$ cts.	$ cts.	$ cts.	$cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Passenger traffic	6,956,516 45	213,744 91	40,715 74	1,611,718 90	13,453 01	6,452 11	2,834 65	3,720 73	1,753 07	8,850,909 57	32,270 14
Freight traffic	17,598,207 89	462,455 26	180,009 88	8,923,902 87	18,917 55	38,331 79	11,064 72	12,860 85	5,802 60	27,251,553 41	101,987 94
Mails, express, etc	1,341,652 61	65,314 41	4,041 05	6,326 01	1,220 64	2,439 10	310 91	854 68	74 88	1,422,234 29	1,534 81
Total	25,896,376 95	741,514 58	224,766 67	10,541,947 78	33,591 20	47,223 00	14,210 28	17,436 26	7,630 55	37,524,697 27	135,792 89
Ocean Service	538,966 83	....	....	....	....	....	....	....	....	538,966 83	
Total	26,435,343 78	741,514 58	224,766 67	10,541,947 78	33,591 20	47,223 00	14,210 28	17,436 26	7,630 55	38,063,664 10	135,792 89
Less hire of equipment	....	....	22,412 40	129,540 22	981 00	2,751 00	763 20	742 20	676 20	157,866 22	31,257 40
Net revenue	26,435,343 78	741,514 58	202,354 27	10,412,407 56	32,610 20	44,472 00	13,447 08	16,694 06	6,954 35	37,905,797 88	104,535 49
Passenger Statement.											
Local traffic—											
Number of passengers	4,232,264	312,454	31,526	901,925	23,530	9,154	8,913	7,001	7,095	5,533,862	49,004
Mileage	165,354,552	7,677,233	1,188,860	26,370,868	528,564	211,099	95,376	126,380	40,717	201,593,650	1,109,603
Through traffic—											
Number of passengers	374,274	34,196	1,872	99,448	26	230	24	5	2	510,077	122
Mileage	124,406,148	1,882,127	88,628	48,300,881	824	7,098	305	150	12	174,686,173	8,103
Total number of passengers	4,606,538	346,650	33,398	1,001,373	23,556	9,384	8,937	7,006	7,097	6,043,939	49,126
Total mileage	289,760,701	9,559,360	1,277,488	74,671,749	529,388	218,197	95,681	126,530	40,729	376,279,823	1,117,706
Freight Statement.											
Local traffic—											
Tons	4,676,399	90,212	41,132	1,357,001	17,151	45,395	10,039	11,850	8,840	6,258,019	18,451
Mileage	876,524,254	3,577,438	1,587,768	399,344,065	333,887	1,350,120	117,619	176,043	53,021	1,283,064,215	511,454
Through traffic.—											
Tons	4,421,278	138,730	160,826	3,001,518	346	3,982	1,506	113	488	7,728,787	83,080
Mileage	1,377,566,934	7,768,987	10,733,409	1,051,774,484	9,722	106,928	17,016	2,680	2,930	2,447,983,090	4,064,489
Total tons	9,097,677	228,942	201,958	4,358,519	17,497	49,377	11,545	11,963	9,328	13,986,806	101,531
Total mileage	2,254,091,188	11,346,425	12,321,177	1,451,118,549	343,609	1,457,048	131,635	178,723	55,951	3,731,047,305	4,575,943

NOTE.—Figures shown for M. & B. Ry., E. & H. Ry, St. Martins Ry., Y. & C. Ry., cover period June 1, 1918 to Mar. 31, 1919.
Figures shown for Salisbury and Albert Railway, cover period July 1, 1918 to Mar. 31, 1919..

REPORT OF C. B. BROWN, CHIEF ENGINEER.

CANADIAN GOVERNMENT RAILWAYS.

HALIFAX OCEAN TERMINALS.

Roadbed and Track.—The laying of 4·94 miles double track and terminals with 85-pound rails was completed.

Signals.—Ten automatic block-signals were installed.

Buildings.—A temporary station, baggage, mail, commissary and express building was provided. The work on this was completed in December, 1918, and on the 23rd of that month the first train started from this station.

A two-story concrete building for car cleaning, repair shop, commissary department store, etc., was provided.

A station was provided at Richmond.

The foundations for sheds Nos. 21 and 22 were put in.

Platforms.—Eight platforms for passenger purposes and one for handling of milk were provided.

Lighting plant, etc.—A 36 K.W. motor generator and transformers, switchboard, circuits, etc., were installed.

A vacuum plant was provided.

Water and Sewer System and Fire Protection.—The installation of water and sewer systems started in 1918 was completed. Fire hydrants were installed throughout the yards, buildings, quays, etc.

Grading of Streets.—Parts of Lower Water and Fawson streets were graded and surfaced with macadam, and concrete sidewalks and curbs built.

Quay Walls.—The construction of quay walls was completed.

Dredging.—The dredging in Basins 1 and 2 was nearly completed.

ROADBED AND TRACK.

MILEAGE.

—	Main Line	Second Main Line.	Passing Sidings	Other Sidings and Spurs.	Total.
Eastern Lines	2,661·84	74·85	196·34	538·72	3,471·75
Western Lines	1,359·59	5·31	121·06	154·32	1,640·28
Leased Lines	191·90	....	20·63	42·12	254·65
Total	4,213·33	80·16	338·03	735·16	5,366·68

ROADBED AND TRACK MILEAGE.—*Concluded.*

—	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	Inter-national Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans-continental Railway.	Leased Lines.	St. John and Quebec Railway.	Total.
Main Line......... Miles	1,527·76	276·29	36·05	110·34	29·93	26·11	28·73	6·25	44·77	1,814·85	191·90	120·35	4,213·33
2nd Main Line..... "	74·85	....	....	....	....	....	....	....	....	5·31	....	....	80·16
Passing Sidings.... "	138·97	8·06	1·80	2·60	0·67	0·25	0·11	....	1·05	159·66	20·63	4·23	338·03
Other sidings and spurs........... "	432·85	33·45	5·42	3·67	1·31	0·75	0·51	0·34	2·06	208·79	42·12	3·89	735·16

WEIGHT OF RAIL IN MAIN TRACK.

Weight.	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	Inter-national Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St. Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans-continental Railway.	Leased Lines.	St. John and Quebec Railway.	Total.
45-lb..................	....	....	....	....	....	5·00	....	....	....	....	....	....	5·00
50-lb.................. } 52-lb.................. }	....	91·84	....	....	....	....	....	....	....	....	....	....	91·84
56-lb.................. } 58-lb.................. }	19·79	159·45	....	9·10	29·93	21·11	28·73	6·25	41·57	....	....	....	315·93
60-lb..................	....	....	....	51·26	....	....	....	....	....	....	....	....	51·26
67-lb..................	222·81	1·60	....	48·38	....	....	....	....	2·20	0·13	....	....	275·12
67½-lb..................	....	19·50	....	....	....	....	....	....	....	....	....	....	19·50
70-lb..................	16·00	....	....	....	....	....	....	....	....	....	....	....	16·00
72-lb..................	....	....	....	....	....	....	....	....	1·00	....	4·34	....	5·34
75-lb..................	....	....	....	....	....	....	....	....	....	....	6·00	....	6·00
80-lb..................	805·10	3·90	36·05	0·98	....	....	....	....	....	1,814·78	181·56	120·35	2,962·72
85-lb..................	532·61	....	....	0·62	....	....	....	....	....	5·25	....	....	538·48
100-lb..................	6·30	....	....	....	....	....	....	....	....	....	....	....	6·30
Totals............	1,602·61	276·29	36·05	110·34	29·93	26·11	28·73	6·25	44·77	1,820·16	191·90	120·35	4,293·49

RAIL AND TIE RENEWALS, BALLASTING, NEW SIDINGS,S DITCHING, ETC.

—	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	Inter-national Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St. Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans-continental Railway.	Leased Lines.	St. John and Quebec Railway.
Main Line and Main Track of Branch Lines—												
New 85-lb. rails laid....... Miles	122·20									5·25		
“ 80-lb. “ ..... “	0·05											
Relay 85-lb. rails laid..... “	1·29											
“ 80-lb. “ .... “	25·57			0·74						4·53		
“ 67½-lb. “ .... “		19·05										
“ 67-lb. “ .... “	1·00			0·33								
“ 60-lb. “ .... “				0·11								
“ 56-lb. “ .... “						1·00		2·92				
Tie renewals—Main Line..Number	632,170	147,463	9,565	32,711	26,851	29,693	20,278	5,895	25,943	712,079	61,289	8,076
“ Sidings..... “	84,148	7,266	1,427	3,795						116,181	10,909	2,177
“ Switch ties. Sets	168							1		155		14
Tie plates, placed.........Number	469,900									85,800		
Rail anchors.............. “	44,900									3,300	4,160	
Ballasting................ Miles	205·87	14·20	18·75	20·70				1·25		35·07		
Ditching.................. “	61·01	13·50	6·60	11·30	7·50	3·10	1·33	1·00	1·15	53·80		19·25
Bank widening and trimming.................. “										6·01		
Tile underdraining........ “	5·97									0·91		
Rip-rap protection........ Lin. ft.	2·43											
Crib-work protection...... “		1,000		125				1,490				
Dangerous rocks removed.Cu. yds.	455									500		180
Wire fencing erected...... Miles	49·45	13·50	4·50							24·17	2·60	1·00
Snow fencing erected...... “	7·97	3·5	6·60	0·57						3·79		
Clearing right of way..... Acres					21	10	5		20			
Sidings, additional passing Lin. ft.	54,119	550		2,424	370				1,350	104,594		
“ “ business. “	75,376	1,290	1,490	889				368		41,740		1,680
“ “ private.. “	41,728	616	625	2,800	359				3,193	20,537	882	
Sidings, passing, taken up. “												
“ business “ “	19,894											
“ private “ “			790									

WATER SERVICE.

Intercolonial Railway.—Three 40,000-gallon tanks were provided; 2 pumping systems installed; 1 stand pipe provided; 4 pumps provided; 2 artesian wells sunk; one 5,000-gallon tank erected; 10 car-watering hydrants installed; 9 domestic supplies provided for stations and other buildings; 1 system installed in engine-house.

Drainage was provided where required in connection with installation of water supplies.

Salisbury and Albert Railway.—At Turtle Creek a 10,000-gallon tank was erected.

National Transcontinental Railway.—At Sillery a temporary water supply was installed.

At Cape Rouge additional tank storage was provided.

At Bridge a temporary supply was installed.

Ten wells were drilled for station supplies between Chaudiere Junction and Pacific Junction.

Domestic supplies were provided at eleven stations.

At Mission a connection was made with the city of Fort William, 2,800 feet of pipe being laid.

On all railways repairs were made to keep the water services in good working order.

BUILDINGS.

Intercolonial Railway.—Twelve buildings extended; 10 new stations and shelters erected; 10 platforms constructed and extensions made; 30 miscellaneous buildings erected; 1 brick chimney built; 6 ash pits built.

Prince Edward Island Railway.—One shelter, one platform and one pump-house were constructed.

New Brunswick and Prince Edward Island Railway.—Six new shelters and two new tool houses were built.

International Railway.—One freight house was extended.

St. John and Quebec Railway.—Two loading platforms were extended.

Salisbury and Albert Railway.—One portable station and two tool houses were provided.

St. Martins Railway.—One portable station was provided.

National Transcontinental Railway.—One new station erected; 29 section houses erected; 1 ice house erected; 1 shelter erected; 1 freight shed erected; 2 toolhouses erected; 7 cattle pens erected; 5 double cottages erected; 1 tank erected; 1 engine-house erected; 2 pump houses erected; 9 platforms erected; 10 platforms extended; 12 gasolene storage sheds built; 1 air-driven coal hoist erected; 6 ash pits constructed.

Leased Lines.—Two section houses, and one small building were constructed.

On all railways the necessary additions, alterations, repairs and painting have been carried out.

TERMINAL IMPROVEMENTS.

Intercolonial Railway.—Steam lines for heating of trains were installed at Chaudiere Junction, Riviere du Loup and Deep Water Terminals, Halifax.

Moncton.—A 12-stall engine house was built and 17 stalls of existing engine house enlarged.

Two 100-foot ash pits were provided.

The superintendent's building was extended.

The passenger car repair shop and stores buildings were extended.

One 70-foot concrete engine pit was built and additional room provided for stores and offices.

Sackville.—Extensive track rearrangements and improvements were made and additional yard tracks provided.

A restaurant was provided and a new building for mails, baggage and express erected, and new platform provided.

Springhill Junction.—A 200-ton mechanical coaling plant and ash pits with required tracks were provided.

Stellarton.—A 200-ton mechanical coaling plant, two ash pits and necessary tracks were provided.

Sydney.—A six-stall extension was made to engine house. Foundation for new scale provided.

Truro.—Ash pit, crane and tracks were provided.

Halifax.—Extension of freight house and offices was completed.

Richmond.—Extensive yard changes are in progress.

Dartmouth.—One two-stall engine house, one 70-foot turntable and one ash pit with tracks were provided, and a new yard is in course of construction.

Prince Edward Island Railway.—At Borden terminal yard was increased; a transfer coaling plant was provided; two-stall addition made to engine house.

New Brunswick and Prince Edward Island Railway.—At Cape Tormentine: Additions were made to yard accommodation; air hoist provided.

National Transcontinental Railway.—At Quebec: A gas compressor, two gas tanks and gas line were provided.

At Fitzpatrick, Parent, Doucet and O'Brien steam lines were run from engine house to stations.

Steam heat was installed enginemen's bunk houses at Cochrane, Armstrong and Transcona.

Some additional machinery was installed in shops at Grant, Parent and Fitzpatrick.

Edmundston.—Oil storage system installed at all terminal points and necessary repairs to wharves, track, buildings, etc., were made.

DAMAGE BY FLOODS AND HIGH TIDES.

Through freshets and high tides considerable damage was done to roadbed on following subdivisions: Levis, Dartmouth, Halifax, Souris, Murray Harbour, Champlain Market Branch, and approach to ferry landing at Cape Tormentine.

The necessary repairs were made in all cases.

SURVEYS AND TRACK CENTERING.

On Intercolonial, Prince Edward Island, International, York and Carleton and National Transcontinental Railways, 67·7 miles of track were recentered; 99·18 miles of track surveyed and nineteen station yards surveyed and plans made.

Complete surveys of lines and station yards were made of following branch lines: Moncton and Buctouche, Salisbury and Albert, Elgin and Havelock, and St. Martins.

In addition, surveys and plans were made for leasing of land, deeds, etc.

DAMAGE BY FIRE.

On the Intercolonial Railway fire burned four buildings and one tank and damaged five other buildings.

On the National Transcontinental Railway three buildings were burned and one building damaged.

BRIDGES AND CULVERTS.

Intercolonial Railway—

New steel placed on bridges and highway crossings	10
Abutments rebuilt	6
Sidewalks and railings erected on bridges	3
Foot bridges constructed	1
Steel bridges replaced with concrete, culverts, slabs and pipe	50
Culverts replaced with pipe	126
Concrete pipe culverts constructed	2
Wooden culverts constructed	1
Culverts extended	13
Culverts filled in	1

Prince Edward Island Railway.—Bridges replaced with concrete culverts, 2.

New Brunswick and Prince Edward Island Railway.—Bridge over Gaspereau river was completed; 29 culverts were replaced with concrete pipe.

International Railway.—Four arch culverts were constructed.

St. John and Quebec Railway.—One concrete culvert was constructed and one extended.

Moncton and Buctouche Railway.—Four trestles, 633 lineal feet, were reconstructed.

Salisbury and Albert Railway.—Seven trestles, 763 lineal feet, were reconstructed.

Elgin and Havelock Railway.—Three trestles, 1,179 lineal feet, were reconstructed.

Three wooden bridges were replaced with steel.

St. Martins Railway.—Eleven trestles, 840 lineal feet, were reconstructed.

National Transcontinental Railway.—Nine concrete culverts built; one concrete culvert extended; 26 viaduct pedestals renewed; two culverts renewed; one trestle replaced with concrete pipe.

LEASED LINES.

One wooden culvert replaced with concrete pipe.

Completed.—Three concrete culverts and fills, replacing 397 lineal feet trestles and 675 lineal feet pile bridges. One stream tunnel and fill replacing 823 feet trestle.

Under construction.—Three concrete culverts and fills replacing 732 lineal feet trestles—1,299 lineal feet pile bridges; 1 concrete culvert replacing corrugated pipe; 1 stream tunnel and fill replacing 720 lineal feet trestle; 2 concrete pile trestles replacing 175 lineal feet pile bridge; 1 concrete bridge replacing 165 lineal feet pile bridge.

All other bridges and culverts on all railways were repaired, strengthened or renewed, and painted where necessary.

TURNTABLES.

Eighty-five-foot turntables were installed at Sydney and Moncton, the turntables taken out being used elsewhere.

At Buctouche a 55-foot turntable was installed.

At Havelock a 55-foot turntable was installed.

TRACK SCALES.

Intercolonial Railway.—Two 150-ton track scales were installed and the installaction of two additional scales of same capacity is in progress.

STATION BEAUTIFACTION.

The work of station beautification was continued.

SIGNALS AND INTERLOCKING.

Between Chaudière and Lévis a pair of absolute electrical staff instruments were installed.

Between Newcastle and Derby Junction eight automatic signals were installed.

At Painsec Junction an automatic westbound signal was completed.

At Fairview a two-arm automatic signal was installed.

At Oxford Junction two home and two distant automatic signals were put in.

At street crossings four bells were installed.

Thirty-four yard limit boards were erected.

Prince Edward Island Railway.—To prevent congestion and cost of transferring freight from and to the mainland at Borden, it was decided to lay a third rail between Borden and Charlottetown and Emerald Junction and Summerside. At the end of the fiscal year 21·1 miles of track had been completed.

International Railway.—Work has started on a line diversion from Mile 7·4 on the International railway to connect with the Intercolonial railway at Moffat's Station, 4·91 miles west of Campbellton. The length of the diversion is 2·7 miles and when completed 7·4 miles of International railway from Campbellton will be abandoned. Sixty per cent of the work is done.

Electric Lighting.—Electric lighting systems were extended to 27 buildings, 12 platforms and two yards.

At Truro an electrical-driven air compressor was installed.

Halifax Restoration.—Track, piers and buildings damaged by explosion on December 6, 1917, shown in the last fiscal year as partially restored, were completed, and the Halifax Restoration organization disbanded.

SUNDRIES.

Intercolonial Railway.—Through Chaudière Junction yard main line was changed from south to north side of the yard.

Between Charney and Chaudière Junction 0·4 miles of double track was constructed.

On the National Transcontinental railway loading roads for five sidings (2,995 lineal feet) were made and fifteen highway and farm crossings opened. At Cochrane a roadway for railway dwellings was constructed.

A telephone train despatching system was installed between Edmundston and Diamond Junction.

Generally, the roadbed, buildings, bridges, culverts, wharves, tracks, machinery, rolling stock, etc., received necessary repairs to keep everything in good physical and efficient condition and service.

REPORT OF THE AUDITOR.

STORES AND MECHANICAL ACCOUNTS.

Locomotives, purchased on Capital Account: 60 Mikado, 30 Pacific, total, 90; passenger cars, purchased on Capital Account, 14 sleeping, 7 dining, total, 21; freight cars, purchased on Capital Account: 670 box, 99 refrigerator, 251 platform, 25 oil tank, 401 gondolas, 270 Hart convertible, total 1,716; work equipment, purchased on Capital Account, 8 steam cranes, 5 ditchers, 15 all steel ploughs, 1 double-end plough (2nd hand), 1 steam crane (2nd hand), 5 ballast spreaders (2nd hand), 1 centre ballast plough (2nd hand), 1 steam shovel (2nd hand), 36 air dump cars (2nd hand).

GENERAL STATEMENT OF WORK DONE IN THE CANADIAN GOVERNMENT RAILWAYS SHOPS FOR YEAR ENDED MARCH 31, 1919.

Locomotive Department.—16 locomotives were rebuilt; 589 locomotives received repairs; 22 locomotives converted to superheat; 26 locomotives equipped with latest type electric headlights.

Car Department.—16 flangers built; 1 flanger rebuilt; 2 snowploughs built; 2 snowploughs rebuilt; 146 Hart cars changed from centre dump to side dump; 100 box cars converted to narrow gauge; 50 platform cars converted to narrow gauge; 243 box and platform cars converted to pulpwood cars; 3 gas transports fitted up; 15 passenger cars equipped with safety appliances; 156 freight cars equipped with safety appliance; 5 parlour cars converted to baggage cars; 5 coaches converted to hospital cars; 10 parlour cars converted to express refrigerators; 1 business car remodelled; 3 coaches converted to parlour and cafe cars; 1 coach converted to postal car; 11 coaches converted to postal and express cars; 100 Hart cars were built; 71 vans were built; 5 baggage cars were built; 1 ballast spreader was built; 1 road repair car was built.

Other cars of all descriptions were also brought into proper condition for traffic.

All shop machinery and tools received needed repairs and were kept in good working condition.

CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES.

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1918, and March 31, 1919.

		Passenger Cars.														Freight Cars.															
	Locomotives.	Sleeping.	Parlor.	Dining.	Colonist.	1st Class Passenger.	2nd Class Passenger	Postal.	Baggage.	Hospital.	Vision Test.	Box Baggage.	Air Brake Inspection.	Steam Motor.	Total Passenger Cars.	Box.	Refrigerator.	Platform.	Oil Tank.	Pitch Tank.	Hoppers.	Gondolas.	20-ton Coal.	Hart-Otis Steel Dump.	Stock.	Hart Convertible.	Pulp Wood.	Pit Cars.	Eastman Heaters.	Cabooses.	Total Freight Cars.
On hand serviceable and repairing, March 31, 1918	659	100	23	31	73	178	110	43	100	10	1	26	1	1	697	15,894	303	3,546	56		753	674	374	528	1,261	733	542	4		353	25,021
To be replaced	18																														
Total equipment, March 31, 1918	677	100	23	31	73	178	110	43	100	10	1	26	1	1	697	15,894	303	3,546	56		753	674	374	528	1,261	733	542	4		353	25,021
Purchased and built during year on Capital—New	90	14		7											21	670	99	250	25			401				270					1,715
Purchased and built during year on Capital—2nd hand			10												10					20						1					21
Converted and rebuilt on equipment Renewal, Box to pulpwood 269, flat to Truck 3, Sleeper to Baggage 3									3						3												269				269
Converted and rebuilt on on Capital—Box to Ca-																															
boose 61, to Boarding, 41,																														61	61
to Eastman Heater 64, to																													64		64
Scale Car 1, to Flanger 14,																			1								2				3
to Auxiliary 7, Flat to Gas																1		1													2
Transport 11, to Pulp 1, to Cinder 3, to Ballast Trimmer 1, to Flanger 4, Pulp to Box 1, Box to Flat 1, Sleeper to Express Refrigerator 3,				1						8					9		3														3
to Hospital 8, to Dining 1		*15*													*15*	*458*		*8*									*1*				*467
Total equipment March 31, 1919*	767	99	33	39	73	178	110	43	103	18	1	26	1	1	725	16,107	405	3,789	82	20	753	1,075	374	528	1,261	1,004	812	4	64	414	26,692
To be replaced March 31, 1918, as above	18																														
Condemned year ending March 31, 1919	36				1	2	1	2	2			1				120	3	209			21	50	18	1	8	16	7			12	465
Total condemned and destroyed to March 31, 1919	54				1	2	1	2	2			1			9	120	3	209			21	50	18	1	8	16	7			12	465
Replaced and converted on Equipment Renewal	54				1	2	1								4	90		98				50			8	16	7				269
Total to be replaced March 31, 1919								2	2			1			5	30	3	101			21		18	1						12	186
Add serviceable and repairing	767	99	33	39	73	178	110	43	103	18	1	25	1	1	720	16,077	402	3,678	82	20	732	1,075	356	527	1,261	1,004	812	4	64	402	26,692
Total equipment March 31, 1619	767	99	33	39	73	178	110	43	103	18	1	26	1	1	725	16,107	405	3,789	82	20	753	1,075	374	528	1,261	1,004	812	4	64	414	26,878

*Figures in italics are deductions-

CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES—*Concluded.*

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1918, and March 31, 1919.—*Con.*

	Work Cars.																																		
	Auxiliary Cars.	Store Supply.	Pintch Gas.	Snow Plow—Common.	Snow Plow—Wing.	Snow Plow—Rotary.	Snow Plow—Double Track.	Snow Plow—Double End.	Flangers.	Steam Cranes.	Ballast Spreader (Rodger).	Ballast Trimmer.	Centre Ballast Plows.	Side Ballast Plows.	Ballast Plow Unloaders.	Ballast Spreaders—Wing.	Concrete Mixers.	Sand Blast Machine.	Well Boring Machine.	Ditchers.	Steam Derrick.	Hand Derricks.	Steam Shovels.	Rail Sawing and Boring.	Pile Drivers.	Survey and Inspection.	Scale Car.	Rail Unloaders.	Wrecking Cars.	Steel Air Dump.	Boarding Cars.	Steel Snow Plows.	Track Layers.	Cinder Cars.	Total Work Cars.
On hand Serviceable and Repairing, March 31, 1918. To be replaced March 31, 1918	23	4	2	53	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	7	13	1	2	27	..	5	71	..	134	20	1	49	579
Total Equipment, March 31, 1918	23	4	2	53	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	7	13	1	2	27	..	5	71	..	134	20	1	49	579
Purchased and built during year on Capital—New	..	..	..	..	..	..	..	2	..	8	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	15	..	..	30
" " " 2nd hand	..	..	..	..	..	..	..	1	..	1	5	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	36	..	..	..	..	45
Converted and Rebuilt on Equipment Renewal—																																			
Box to Pulpwood 269, Flat to Truck 3, Sleeper to Baggage 3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Converted and Rebuilt on Capital—Box to Caboose 61, to Boarding 41, to Eastman Heater																																			
64, to Scale Car 1, to Flanger 14, to Auxiliary 7, Flat to Gas Transport 11, to Pulp 1, to	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	41	..	..	..	41
Cinder 3, to Ballast Trimmer 1, to Flanger 4, Pulp to Box 1, Box to Flat 1, Sleeper to Ex-	7	..	..	..	..	..	..	..	14	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	3	26
press Refrigerator 3, to Hospital 8, to Dining 1	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
Total Equipment, March 31, 1919	33	4	2	53	28	2	3	4	78	32	13	2	15	5	12	1	5	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	52	728
To be replaced, March 31, 1918, as above	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Condemned year ending March 31, 1919	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Total Condemned and Destroyed to March 31, 1919	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Replaced and Converted on Equipment Renewal	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total to be replaced March 31, 1919	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Add, Servicable and Repairing	33	4	2	52	28	2	3	4	77	32	13	2	15	5	12	1	5	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	52	726
Total Equipment March 31, 1919	33	4	2	53	28	2	3	4	78	32	13	2	15	5	12	1	5	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	52	728

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various Classes of other Rolling Stock on the line, on March 31, 1918, and March 31, 1919.

—	Locomotives.	Passenger Cars.							Freight Cars.									Work Cars.				
		First-class Passenger Cars.	Second-Class Passenger Cars.	Combination Second-class and Baggage Cars.	Postal and Smoking Cars.	Combination Postal and Baggage.	Baggage Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Stock Cars.	Oil Tank Cars.	Hart Convertible.	Coal Cars.	Platform Cars.	Caboose Cars.	Total Freight Cars.	Dump Cars.	Snow Plows.	Flangers.	Steam Shovels.	Total Work Cars.
On hand, serviceable and repaired, March 31, 1918	22	19	9	5	4	3	6	46	338	3	28	1	15	11	150	3	549	....	9	....	....	9
To be replaced, March 31, 1918	9	5	4	2	....	1	2	14	5	....	....	....	....	1	4	1	11	....	2	8	1	11
Total Equipment, March 31, 1918	31	24	13	7	4	4	8	60	343	3	28	1	15	12	154	4	560	....	11	8	1	20
Purchased on Capital during year	4	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	15	....	....	....	15
Transferred from Intercolonial	....	....	....	....	....	....	....	....	....	....	....	....	....	....	52	....	52	....	2	....	....	2
Total Equipment, March 31, 1919	35	24	13	7	4	4	8	60	343	3	28	1	15	12	207	4	612	15	13	8	1	37
Condemned and destroyed during year	....	....	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....
Rebuilt during year—Nil.																						
To be replaced, March 31, 1918	9	5	4	2	1	1	2	15	5	1	....	....	....	1	4	1	12	....	2	8	1	11
Add. serviceable and repaired	26	19	9	5	3	3	6	45	338	2	28	1	....	11	203	3	601	15	11	....	....	26
Total Equipment, March 31, 1919	35	24	13	7	4	4	8	60	343	3	28	1	15	12	207	4	613	15	13	8	1	37

CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.

Statement of Receipts and Expenditures:—

RECEIPTS.

Credit balance on June 30, 1918		$ 69,469 66
Receipts for year, June 30, 1918 to June 30, 1919. Amount of premium collected from Canadian Government Railways pay-lists	$190,346 51	
Premiums collected from railway vouchers	207 30	
Cash premiums collected by railway	23 96	
Annual contribution from Canadian Government Railways.	15,000 00	
		205,577 77
Cash from members not on duty, refunds, etc	$1,331 72	
Premiums from sick and accident vouchers (insurance association vouchers)	2,681 87	
Premium from retired members	7,942 81	
Annual fees	870 00	
Examination fees	44 00	
Interest on monthly balance	2,793 89	
Miscellaneous sources	24 25	
		15,688 54
Total receipts for the year from all sources		$290,735 97

EXPENDITURES.

Sick and accident indemnity	$68,948 03		
Medical and surgical attendance	35,435 25		
		$104,383 28	
Temporary employees' accident fund		31,428 36	
Death and total disability claims		84,500 00	
Examination fees		28 00	
		$220,339 64	
Operating expenses.			
From sick and accident fund	$3,804 80		
" temporary employees' accident fund	7,038 04		
" death and total disability fund	5,094 25		
		15,937 09	
			236,276 73
Difference			$54,459 24
Less estimated outstanding liabilities			12,050 00
Estimated net surplus, June 30, 1919			$42,409 24

SICKNESS AND ACCIDENT FUND.

The expenditures in this fund last year were $74,292.78, and this year they are shown to be $108,188.08. (Made up of $104,383.28 + $3,804.80 = $108,188.08), an increase of $33,895.30. A credit balance of $30,375.45 is shown in this fund on June 30, 1919.

TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditures in this fund during the year are shown to have been $38,466.40. Of this, $7,038.04 was transferred to operating expenses.. .. ..Net.	$31,428 36

DEATH AND TOTAL DISABILITY FUND.

This statement shows that two hundred and thirteen death and total disability claims were assessed and paid during the year.

One hundred and sixty-two death claims due to natural causes, aggregating..	$65,500 00
Seventeen death claims due to accidental injuries, aggregating.	6,000 00
Twenty-eight death claims due to war, aggregating..	10,000 00
	$81,500 00
Six total disability claims, aggregating..	3,000 00
	$84,500 00
Amount paid last year from this fund was..	75,250 00

C. B. TRITES,
Secretary.

W. F. SEARS,
Auditor.

The Death and Total Disability, also the Temporary Employees' Accident Funds show 213 death claims during the year, the largest number of deaths in any one year during the history of the association.

MILITARY STATEMENT.

Number of employees entered military service from August 4, 1914, to June 30, 1919:—

Eastern lines..	1,797
Western lines..	452
Total..	2,249

Of this number 161 have been reported killed in action, died of wounds, etc., 125 of whom were from eastern lines, and 36 from western lines.

C. B. TRITES,
Secretary.

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1919.

Amount of premiums collected from the Canadian Government Railways' pay lists..	$190,346 51
Premiums collected from railways' vouchers..	207 30
Annual contributions from the Canadian Government Railways.	15,000 00
Canadian Government Railways' cash premiums..	23 96
Total..	205,577 77

S. L. SHANNON,
Comptroller and Treasurer, C. G. Rys.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditures during the year ended March 31, 1919.

Balance at the credit of the Fund on March 31, 1918..		$ 340,798 91
The contributions made by the employees during the year, being one and one-half per cent of their monthly salary and wages, were	$ 264,255 62	
The contributions made by the Canadian Government Railways were..	100,000 00	
		$ 364,255 62
Amounts received for refunds, etc..		611 45
Interest accrued (at three per cent)..		9,361 05
		$ 715,027 03

The amount contributed by the employees is shown to exceed by $164,255.62, the amount contributed by the railways.

By reference to section 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the fund in any one year must not exceed $100,000.

The expenditures were:—

For retiring allowances..	$ 283,210 99	
For contributions refunded in cases of deceased employees..	14,807 07	
For contributions refunded which were deducted in error..	5,330 57	
For contributions refunded to discharged employees, etc..	1,164 22	
Medical examinations for probationers entering the service, etc..	3,452 00	
Medical examinations for employees retiring from service..	2 00	
For election expenses..	354 88	
For salaries and travelling expenses, Secretary's office, and proportion of salary Chief Medical Officer..	9,475 22	
For stationery, printing, postage, etc., etc..	2,110 05	
		$ 319,907 00
Balance to the credit of the Fund on March 31, 1919..		$ 395,120 03

It will be noted by the above Statement of Receipts and Expenditures that the amount of the contributions received from the railways and from the employees during the year, were..	$ 364,255 62
And the expenditures were..	319,907 00
Showing that during the year the receipts exceeded the expenditures by..	$ 44,348 62
The gross surplus, including interest, to the credit of the Fund on March 31, 1919, is..	$ 395,120 03

F. P. BRADY,
Chairman.

C. B. TRITES,
Secretary,

REPORT OF THE COMPTROLLER AND TREASURER.

CANADIAN GOVERNMENT RAILWAYS.

CAPITAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1918.	Dr.		$ cts.	$ cts.	1918.	Cr.	$ cts.
	Intercolonial Railway.						
Mar. 31	To Cost of Intercolonial Railway to date			126,117,165 39	Mar. 31	By Dominion of Canada	327,232,431 71
	Construction and betterments		10,572,207 45				
	Dartmouth and Deans Branch		16,015 19				
			10,588,222 64				
	Cr.						
	Sunny Brae Branch, 1915-16	420 00					
	Surveys and inspections, 1915-16	146 50					
	Land sold Imperial Oil Co	37,982 57					
	Work equipment	421 33					
	Moncton Shops	10,621 00					
	Turntables	1,600 00					
			51,191 40				
				10,537,031 24			
	Prince Edward Island Railway.						
	To cost of Prince Edward Island Railway to March 31, 1918		11,829,557 44				
	To provide Car Ferry—Construction of Terminals	55,730 58					
	Construction and betterments	677,021 95					
			732,752 53				
				12,562,309 97			
	New Brunswick and Prince Edward Island Railway.						
	To Cost of New Brunswick and Prince Edward Island Railway to March 31, 1918		391,454 27				
	Construction and betterments	96,080 07					
	On account of purchase price	30,121 23					
			126,201 30				
				517,655 57			
	International Railway.						
	To Cost of International Railway to March 31, 1918		13,031 96				
	Construction and betterments		77,849 84				
				90,881 80			
	National Transcontinental Railway.						
	To Cost of National Transcontinental Railway to March 31, 1918		164,488,236 85				
	Construction and betterments	980,554 30					
	Pay claims for right-of-way, etc	485,178 86					
		1,465,733 16					

Cr.						
Rails, etc.	15,428 35					
Land at Quebec	149,799 91					
SS. *Leonard*	660,000 00					
	825,228 26	640,504 90				
			165,128,741 75			
Moncton and Buctouche Railway.						
Betterments to bring up to Canadian Government Railways standard			37,829 81			
Salisbury and Albert Railway.						
Betterments to bring up to Canadian Government Railways standard			42,304 58			
St. Martins Railway.						
Betterments to bring up to Canadian Government Railways standard			34,566 47			
Elgin and Havelock Railway.						
Betterments to bring up to Canadian Government Railways standard			47,209 98			
York and Carleton Railway.						
Betterments to bring up to Canadian Government Railways standard			7,250 60			
Canadian Government Railways.						
Rolling stock to March 31, 1918		24,392,985 80				
Expenditure on rolling stock	14,133,362 48					
Cr.						
Rolling stock, 1917-18	1,365,880 65			1919.		
		12,767,481 83				
			37,160,467 63	Mar. 31	By Dominion of Canada	25,050,983 08
			352,283,414 79			352,283,414 79

CANADIAN GOVERNMENT RAILWAYS.

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1919.

Working Expenses.		$ cts.	*Earnings.*	$ cts.
Maintenance of way and structures		10,177,188 59	Freight earnings	27,251,553 41
Maintenance of equipment		7,861,706 77	Passenger earnings	8,850,909 56
			Ocean traffic	538,966 83
Total		18,038,895 36	Mails and express earnings, etc	1,422,234 29
Traffic expenses		514,046 59		
Transportation—Rail line		22,571,545 39	Total	38,063,664 10
Transportation—Water line		549,870 76	Less hire of equipment	157,866 22
Miscellaneous operations		642,370 96		
General expenses		686,402 74	Total	37,905,797 88
Rental of leased lines—				
Vale railway	1,200 00			
International Railway of New Brunswick	90,000 00			
Transcontinental Railway	600,000 00		Balance	5,791,138 14
N. B. & P.E.I. Railway	2,604 22	693,804 22		
		43,696,936 02		43,696,936 02

CANADIAN GOVERNMENT RAILWAYS.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1919.

DEBIT.	$ cts.	CREDIT.	$ cts.
General stores	11,497,649 13	By Dominion of Canada	19,858,587 35
Cash	0 02	Equipment renewal accounts	957,658 81
Auditor's suspense	143,893 38	Canadian Government railways...	
Cash in transit	44,359 52	Employees Provident Fund	395,120 03
Freight in transit	3,859 77	Fire renewal account	165,481 39
Loss and damage freight suspense	39,050 60	Rail renewal account	342,083 04
Unclaimed freight	4,868 13	Apprentice fund account	1,298 54
Receiver General—Provident Fund	2,5.81,519 83	Expenditure for road and equipment suspense—Stores—International railway	223,098 95
Receiver General—Unclaimed wages	5,453 06		
Receiver General—Medical Fund	54,003 31		
Receiver General—Apprentice Fund	2,779 54	Expenditure for road and equipment suspense—Overseas rails	899,761 80
Commissary stock	107,258 64		
Commissary stock—Moncton restaurant	592 10		
Commissary stock—Newcastle restaurant	658 79		
Commissary stock—St. John restaurant	1,570 97	Capital suspense—	
		Elgin and Havelock railway	792 46
Commissary stock—Sackville restaurant	2,232 21	St. Martin's railway	1,736 96
		York and Carleton railway	165 18
Commissary stock—(S.S.P.E. Island)	514 20	Moncton and Buctouche railway	5,713 40
Rail loan account	95,533 53	Salisbury and Albert railway	2,609 90
Station agents	893,961 51	Individual and Companies ledger suspense	7,879 44
Victory Loan suspense, 1917	933 78		
Second Victory Loan suspense	96,421 92		
War Saving and Thrift Stamps	35,142 88		
Insurance account—Suspense	26,787 78		
Expenditure for road and equipment suspense—			
International railway	2,666 67		
Improvements, Fredericton	5,181 54		
St. John and Quebec railway	8,464 54		
Vale railway	31,994 26		
Branch Line Aid Suspense	133,233 37		
Individuals and Companies ledger	3,873,226 89		
Rents ledger	5,534 10		
Traffic ledger	2,676,509 66		
Car Service ledger	56,257 00		
Advances	229,874 62		
	22,661,987 25		22,661,987 25

CANADIAN GOVERNMENT RAILWAYS.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1919.

Debit.		$ cts.	Credit.		$ cts.
To Balance, March 31, 1918		6,205,809 45	By issues during year ended March 31, 1919	22,627,004 55	
Purchase during year ended March 31, 1919.	23,283,454 12		Sales of material ,fuel, etc	776,219 36	
Charges from other Departments	5,942,215 37		Sales old material	906,991 78	
Labour	200,086 02				24,310,215 69
Staff payrolls	176,299 86		Balance—		
		29,602,055 37	Ordinary stores including fuel	8,456,847 69	
			Roadway and bridge material	3,040,801 44	
					11,497,649 13
		35,807,864 82			35,807,864 82

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1919.

Debit.		$ cts.	Credit.	$ cts.
To balance on hand April 1st, 1918		7,805 98	By amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31st, 1919	44,989,598 29
Amounts received during the year and credited as follows—			Leaving a balance on hand at March 31st, 1919, as follows	102
Station agents	26,226,410 65			
Traffic ledger	10,647,700 05			
Car service ledger	486,994 85			
Individual and Companies ledger	6,687,034 55			
Rents ledger	57,733 87			
General ledger	875,918 36			
		44,981,792 33		
		44,989,598 31		44,989,598 31

CANADIAN GOVERNMENT RAILWAYS.

RAIL RENEWAL ACCOUNT.

	$ cts.
On April 1, 1918, there was a balance to the credit of the Rail Renewal Account of	342,083 04
During the year no charges have been made against this account	—
Leaving a credit balance to the credit of Rail Renewal Account at March 31, 1919, of	342,083 04

CANADIAN GOVERNMENT RAILWAYS.

FIRE RENEWAL ACCOUNT.

	$ cts.
On April 1, 1919, there was a balance to the credit of the Fire Renewal Account of	202,905 74
There has been charged during the year, against the above amount	37,424 35
Leaving a credit balance to the credit of the Fire Renewal Account at March 31, 1919, of	165,481 39

CANADIAN GOVERNMENT RAILWAYS.

EQUIPMENT RENEWAL ACCOUNT.

	Dr. $ cts.	Cr. $ cts.
There was a credit balance at April 1, 1918, to the credit of Equipment Renewal Account of	....	998,364 17
Cash received from sale of old rolling stock	....	107,139 36
Refunded for freight charges	....	1,708 86
		1,107,212 39
There has been charged during the year against the above account for rolling stock purchased, repaired, etc.—		
9 second-hand Gondola cars	3,210 00	
3 " Wooden box cars	1,455 00	
1 " locomotive	11,790 00	
Repairs to 24 30-ton flat cars purchased	1,337 69	
Repairs to 14 Hart ballast cars purchased	655 02	
Alteration and repairs to 12 second-hand sleeping cars	7,500 00	
Alteration of second-hand parlour cars purchased	1,738 56	
Repairs to second-hand passenger equipment purchased	2,499 78	
Changing parlour and sleeping cars to baggage cars	11,841 12	
Springs for upper upper berths in hospital cars	1,586 10	
Changing car Jow-Kash to private car No. 42	9,836 10	
Applying electric lighting to No. 7 sleeping car	11,027 94	
Fitting up 250 box cars for pulp wood service	47,488 05	
Making under-frames and trucks of box cars into platform cars	8,761 76	
Changing centre dump to side dump cars	24,049 36	
Changing frames and trucks of five cars to platform cars	3,755 04	
Changing seven cars damaged in explosion to platform cars	320 49	
Moving locomotives from Kingston to Brockville	687 57	
Dismantling freight cars	14 00	
		149,553 58
Leaving a credit balance to the credit of Equipment Renewal Account at March 31, 1919	....	957,658 81

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	Dr.	$ cts.	1919.	Cr.	$ cts.
Mar. 31	To rental of New Brunswick and Prince Edward Island Railway from August 1, 1917, to Mar. 6, 1919	2,604 22	Mar. 31	By Dominion of Canada	2,604 22
		2,604 22			2,604 22

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	Dr.	$ cts.	1919.	Cr.	$ cts.
Mar. 31	To rental of International Railway of New Brunswick from Feb. 1, 1918, to Jan. 31, 1919	90,000 00	Mar. 31	By Dominion of Canada	90,000 00
		90,000 00			90,000 00

NATIONAL TRANSCONTINENTAL RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	Dr.	$ cts.	1919.	Cr.	$ cts.
Mar. 31	Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1918, to Mar. 31, 1919 inclusive, at $50,000 per month....	600,000 00	Mar. 31	By Dominion of Canada......	600,000 00
		600,000 00			600,000 00

VALE RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	Dr.	$ cts.	1919.	Cr.	$ ct.
Mar. 31	To amount paid Acadia Coal Co. for one year's rental of the Vale Railway from May 1, 1917, to April 30, 1918......................	1,200 00	Mar. 31	By Dominion of Canada....	1,200 00
		1,200 00			1,200 00

SAINT JOHN AND QUEBEC RAILWAY.

REVENUE ACCOUNT, YEAR ENDED MARCH 31,1919.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures...	80,555 26	Passenger............................	32,270 14
Maintenance of Equipment	8,787 92	Freight..............................	101,987 94
Traffic............................	4,043 47	Mails and express....................	1,534 81
Transportation—rail line............	95,572 19		
General............................	3,731 21		135,792 89
		Less—Miscellaneous...............	27,865 08
	192,690 05		
Rental.............................	46,174 85		107,927 85
		Balance..............................	130,937 09
	238,864 90		238,864 90

ST. JOHN AND QUEBEC RAILWAY.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1919.

Dr.	$ cts.	Cr.	$ cts.
To Stores department	1,494 56	By Dominion of Canada	7,989 75
Individuals and Companies ledger	3,533 65		
Rents ledger	222 90		
Traffic ledger	188 91		
Auditor's Suspense	990 55		
Station agents	1,390 70		
Cash in transit	42 28		
Freight in transit	9 10		
Capital suspense—concrete culvert	117 10		
	7,989 75		7,989 75

ST. JOHN AND QUEBEC RAILWAY.

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1919.

Dr.	$ cts.	Cr.	$ cts.
To Balance on hand April 1, 1918	Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended Mar. 31, 1919	153,997 96
Station agents	116,881 80		
Traffic ledger	23,414 56		
Individual and companies ledger	9,979 49		
Rents ledger	744 60		
General ledger	2,977 51		
	153,997 96		153,997 96

ST. JOHN AND QUEBEC RAILWAY.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1919.

Dr.	$ cts.	Cr.	$ cts.
To balance Mar. 31, 1919	Nil.	By issues during year ended Mar. 31, 1919	7,202 27
Purchased during year ended Mar. 31, 1919...$ 7,950 61		Balance, Mar. 31, 1919	1,494 56
Charges from other departments........ 746 22			
	8,696 83		8,696 83

APPENDIX III.

REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF THE DEPARTMENT.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel to Lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton Island and the Atlantic Ocean.

A full statement of the various canals, and canalized waters, now in operation, with their mileage, limiting dimensions, etc., is given in an appendix to this report.

Lachine Canal.

Navigation was carried on throughout the entire season without serious interruption. Fires occurred at the carpenter shop, near Wellington basin, and at the Mill Street machine shop. The former was totally destroyed, and the latter badly gutted in the upper story; the carpenter shop has since been rebuilt. Very few repairs or improvements were carried out during the year. The following, only, need be mentioned. Forty-two cast iron mooring posts, set in concrete, were placed at different points along the canal, replacing the former wooden posts; lock walls and other masonry were repointed, and 50 feet of iron guard fence was erected along the wall between the bridge and weir at Côte St. Paul.

Soulanges Canal.

With the exception of a ten days' interruption to traffic, due to the development of a leak at Lock No. 4, no delays of a serious nature occurred during the entire season. Extensive repairs to Lock No. 4 have since been carried out. Other repairs of a minor nature were performed as usual.

CORNWALL CANAL.

A delay to traffic of about 24 hours occurred towards the close of the navigation season, when the lower gates of Lock No. 15 were carried out by a collision. This was the first serious accident which had taken place for six years. A few lesser accidents occurred which caused no delay to traffic. Among the more important repairs carried out during the season, the following may be mentioned: The wooden floor of the Pitt Street wharf at Cornwall was reconstructed in concrete. At the repairing basin, where summer repairs to vessels are made, the bottom was concreted and a concrete rudder pit installed. Extensive repairs were made to the concrete tail race of the waste weir, and to the washout in the canal bank above the upper dam. At Lock No. 19, both lower gates were taken out, restepped and replaced. All the necessary minor repairs, both to floating plant and to machinery, locks, etc., were performed as usual.

FARRAN'S POINT CANAL.

No unusual construction was found necessary at this canal; the work performed consisted only in repairs to stone protection walls, and an overhauling of the acetylene pipe line.

RAPIDE PLAT CANAL.

A reinforced concrete culvert was constructed under the highway which crosses Stata's creek, in the village of Morrisburg, to supplement the existing culvert which was not large enough to accommodate the increased flow in spring freshets. The highway across this stream was raised and improved, and permanently fenced on both sides, a concrete sidewalk being also constructed along one side of it. The work of rebuilding the lower entrance pier at Lock No. 23 was commenced in August, 1918, and carried on well towards completion before the close of the navigation season. This pier, which is 25 feet wide and 500 feet long, was originally a wooden crib structure. This has been removed to low water line, and is being rebuilt with concrete outer walls, stone filled, and floored with concrete. The new pier will be equipped with cast iron mooring posts and reinforced concrete poles to carry electric light wires.

GALOPS CANAL.

The two large valves in the weir used for filling the 500-foot chamber in Lock 25 were removed at the close of the navigation season, rebuilt and reset in position. Repairs to the concrete walls of the Government ditch west of Iroquois were completed. A telegraph line, slightly over one mile in length, was constructed on the south bank of the canal connecting the G.N.W. lines in Cardinal with the collector's office.

MURRAY CANAL.

This canal, which is an open waterway 80 feet in width, with 12 feet depth at low water, across the isthmus of the Prince Edward County Peninsula, connecting the Bay of Quinté with Lake Ontario, is without locks. No special work was required in the maintenance of this canal during the past season.

WELLAND CANAL.

During the past season, this canal was open to navigation for eight months. Traffic returns show a slight increase over the previous year; 2,887 vessels passed through the canal in the season of 1918. This figure does not include vessels which did not make the through trip nor tugs or pleasure craft. Several accidents occurred which caused delays to traffic, though none of these delays were of a serious nature. Gates were struck and damaged by vessels in a number of instances, while both at Welland and Port Colborne considerable delays were occasioned by the striking of the steel highway bridges over the canal. Various repairs and improvements were carried out during the year. On the new canal the work of replacing arc lamps by gas-filled tungsten lamps was completed. Protection gates were installed at the approach to the highway swing bridge at Queenstown street, St. Catharines, and swing bridges at Allanburgh and Humberstone were painted. Repairs of a minor nature were also attended to on the old canal.

Welland Canal Feeders.—At Dunnville, the long bridge over the dam, which was carried out by the freshet of March, 1918, was rebuilt, all the renewals being of a permanent nature.

Port Colborne Elevator.—The grain receipts for the year amounted to 13,822,371 bushels, a falling off of about 5,000,000 bushels from the year before. The earnings, however, show a considerable increase. No construction or extensive repair work was found necessary.

WELLAND SHIP CANAL CONSTRUCTION.

Shortly after the armistice in November, 1918, it was decided to resume construction work on the Welland Ship Canal which had been practically closed down owing to war conditions in 1917, and which had resulted in the contractors, for the various sections, being released from their contracts early in calendar year of 1918.

In January, 1919, contracts were entered into between the Department and the former contractors for the resumption of the work on sections Nos. 1, 2, 3 and 5 on a " cost plus " percentage basis.

During the period of the suspension of the work nearly all the rails, ties, locomotives, cars, steam hoists, locomotive cranes and equipment of machine, carpenter and blacksmith shops together with other equipment of all kinds, were sold and consequently the greater part of the period from the reletting of the work to the end of the fiscal year was taken up in the purchase and replacement of this plant and the work of restoration necessary to be done preliminary to active construction. Complete details in regard to the general scheme of the Welland Ship Canal, and the various works thus far carried out on it, will be found in previous reports.

SAULT STE. MARIE CANAL

This canal was in operation during the past season for a period of 236 days. The average freight traffic through the Canadian and American canals showed a decrease of 5 per cent from the year before. On the Canadian canal alone, this decrease in traffic amounted to 16 per cent; passenger traffic, however, showed a slight increase.

No accidents or delays to traffic of a serious nature occurred. The following, however, may be mentioned: During the season eleven vessels were grounded on various occasions on the bank immediately west of the upper north pier. This was caused by currents round the end of the pier, due to the draught of water into the power canal of the Great Lakes Power Company. No damage to vessels was suffered. In the year 1909, the floor of the lock was considerably damaged by the carrying away of the lock gates. This damage was patched up at the time, but towards the close of last season, the pressure on the culverts caused the patching to give way, as also a considerable portion of the partition wall between the two middle culverts. Permanent repairs to this break have since been made.

STE. ANNE LOCK.

This lock was in operation during the entire season. No special repair work was found necessary.

CARILLON AND GRENVILLE CANALS.

The operation of these two canals was continued without interruption during the entire navigation season. The principal repair work carried out was the rebuilding of the waste weir above lock No. 4, on the Grenville canal.

RIDEAU CANAL.

Navigation proceeded uninterruptedly during the entire season, and ample depths of water were maintained without difficulty. Owing to the unusually mild winter and light snow fall, no trouble was experienced from spring freshets. Various repair and renewal works were caried out, among which the following may be specially noted: At the Ottawa lock station, both chamber walls of lock No. 4 were taken down and are now being rebuilt in concrete. At Hogsback lock station, the connecting bridge between the east and west bulkheads was rebuilt and other repairs carried out. A new pair of gates was placed at the upper end of Black Rapids lock, and repairs made to the layby piers and to the cribs at the waste weir, and on the east shore of the river. The old timber swing span at Manotick was taken down and replaced with a new one. At Kilmarnock lock, the old swing bridge was renewed, and the timber foundations rebuilt in concrete. A new lay-by pier 150 feet long was also constructed at this point. At Morton, the old timber dam, which had become very defective, was replaced by a concrete dam during the winter months. Extensive repairs were made to the masonry of the lower lock at Brewer's Upper Mills. At the lower mills, a new concrete centre pier was constructed for the swing bridge. The upper sill of the upper lock at Kingston Mills was renewed in concrete, and other lesser repairs attended to.

ST. OURS LOCK.

No interruption to navigation occurred at this lock, and repair work of a minor nature only was found necessary.

CHAMBLY CANAL.

The road on the west side of the canal at Isle Ste. Thérèse, which had got into very bad condition, was thoroughly re-metalled for a distance of nearly half a mile. Wooden mooring posts were replaced by concrete at a number of points; the banks of the canal were put in good repair, and all tow paths put in good order.

TRENT CANAL.

The route of the Trent canal, as now in operation or under construction, lies between Trenton, on the bay of Quinté, where direct connection is made with lake Ontario, and Honey Harbour, on Georgian bay, from which port the waters of the Great Lakes are at once accessible. The portion of the canal now under construction lies between lake Couchiching and Georgian bay.

CANAL IN OPERATION.

That portion of the canal which lies between Trenton and Rice lake was formally opened for traffic on June 3, 1918, The extent of the canal now in operation may, therefore, be stated as 203.6 miles, or between Trenton and Washago, at the head of lake Couchiching. In addition to this, other channels maintained would approximate an additional 90 miles. Between Trenton and Rice Lake, the various construction contracts, which have been under way for some years past, were all brought to completion with the exception of a few details in the finishing up of the work which have no effect on the operation of the canal. On section 3, a small amount of dredging still remains to be done. Work on the Grand Trunk Railway high level bridge over the canal at Campbellford has been completed, but the removal of the piers of the old bridge has yet to be effected.

From Rice Lake westward the principal items of work carried out on the canal during the year were as follows: The main crossover valve in the Peterborough lift lock was removed, repaired, and replaced; new lower gates were provided for Lock No. 27, Stoney lake. East of Kirkfield lift lock, the rock cut on the north side was faced with concrete to prevent leakage through the open seams and resulting damage to property in the vicinity. On the lower Otonabee, dredging operations were resumed, and improvements in the channel effected. Similar operations were also carried on at Robinson's Island bar, and in the river below Bobcaygeon. The construction of a new concrete dam at Redstone lake was begun in August last, and will be resumed during the coming season. The old dam at Koshlong Lake was taken down and replaced by a new timber dam on the same foundation. The Swamp Lake and Eagle Lake dams underwent extensive repairs. At Nassau a brick dwelling was erected for the accommodation of the damkeeper and bridge tender. The work of reconstructing in concrete the pile centre piers above and below the Peterborough lift lock was completed early in January last.

Canal under Construction.

Severn Division.—A general description of the Severn Division is to be found in the Report of the Superintending Engineer included in the Annual Report for the fiscal year endng March 31, 1914, and in the Annual Report for the year ending March 31, 1918. The work on the division includes 6 locks, 16 dams and 8 bridges of which 1 lock, 10 dams and 2 bridges are finished and in commission. At the end of this fiscal year about 50 per cent of the work had been completed.

In January 1919, contracts were let to the York Construction Company for the easterly half of Section No. 1, and to the Randolph Macdonald Company, Limited, the former contractors, for the continuance of work on Section No. 3, on a "cost plus" percentage basis. To the end of the fiscal year work on Section No. 1 consisted chiefly in repairing and transporting plant, the building of camps, shops, etc., and some clearing. On Section No. 3 the work done consisted chiefly in excavation of rock ridges between the lock and the Canadian Northern Railway, building of coffer dams and rock excavation in the centre branch of the river at Washago, distribution of gravel and ties along the Canadian Northern Railway diversion, repairing camps, plant, etc. About 80 per cent of the material for the valves of Swift Rapids and Couchiching Locks has been delivered at the lock sites and part of it built into the walls.

Important survey work has been carried out during the year at Buckhorn Lake with a view to the preparation of navigation charts and future improvements of the navigation channel. Valuable reports have also been prepared in regard to stream measurements from observation taken during the past season.

St. Peter's Canal.

This canal, as reconstructed between the years 1912 and 1917, has been in continuous operation. Since November last, the work of replacing the old wooden swing span used for highway traffic over the canal at St. Peters, N.S., by a steel span brought from Cardinal, Ontario, has been in progress. It is expected that the new bridge will be in commission in about two weeks time.

CANALIZATION OF THE ST. LAWRENCE RIVER.

For many years the question of the ultimate enlargement of the St. Lawrence Canal System between Lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

During recent years the work of completing definite plans for such an enterprise, became necessary in order to enable us to deal intelligently with proposals, by private corporations, for the development of isolated water powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus plans were evolved for a comprehensive development of the upper section of the river.

During the past season two boring parties have been investigating subsurface conditions on the sites of proposed works. Some survey work has also been done to supplement our information respecting the route from Lake St. Francis to the harbour of Montreal, and the plans for this section have been worked up.

A special publication entitled "St. Lawrence River Route and Canals" was published in 1919. It contains details of canals, specially the location, and length of canals, depth of water in the locks and their size, etc.

RAILWAYS.

Hudson Bay Railway.

By the close of 1918, this road had been completed for a distance of 334 miles north of Le Pas, Manitoba, or up to and including the second crossing of the Nelson River at Kettle Rapids. Between this point and the ocean terminus at Port Nelson on Hudson Bay, a distance of about 90 miles, the line has been graded only. The railway was taken over from the contractor on October 9, 1918, by the Government, and has since been operated for them by the Canadian National Railways Management.

Hudson Bay Railway Terminus, Port Nelson, Man.

During the previous season (1917-18) practically all the materials on hand were used in the various works under construction. Owing to war conditions, it had been impossible to replenish the stock, so that in the past year little further progress with the work was found possible. The preparation of a new set of charts of the Nelson Estuary was carried through in the summer of 1918, it having been found from experience that the existing charts were far from reliable. Careful surveys were made, and the findings therefrom indicated the existence of very satisfactory conditions for navigation. Across the outer bar, which is situated 18 miles from the partly constructed island, it was found that there was a channel 33½ feet deep at high water neap tides, and 1,200 feet wide, the distance of this channel from the nearest shore being six miles.

The wireless station was closed down at the end of the season, and the force reduced to seven men who have been left to look after the works and plant.

CANALS OF CANADA.

Name.	Location.	Length in Miles.	Locks.			
			No. of	Minimum dimensions.		
				Length.	Width.	Depth.
St. Lawrence and Great Lakes.				Ft.	Ft.	Ft.
Lachine	Montreal to Lachine	8·50	5	270	45	14
Soulanges	Cascades Point to Coteau Landing	14·00	5	280	45	15
Cornwall	Cornwall to Dickinson's Landing	11·00	6	270	45	14
Farran's Point	Farran's Point Rapid	1·25	1	800	50	14
Rapide Plat	Rapide Plat, Morrisburg	3·67	2	270	45	14
Galops	Iroquois to Cardinal	7·33	3	....	....	14
Murray	Isthmus of Murray, Bay of Quinté	5·17	None.	....	....	12
Welland	Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie	26·75	26	270	44	14
Sault Ste. Marie	St. Mary's Rapids, 47 miles West of Lake Huron	1·41	1	900	60	19·5
Ottawa and Rideau rivers.						
St. Anne Lock	Junction of St. Lawrence and Ottawa rivers	0·12	1	200	45	9
Carillon	Carillon rapids, Ottawa river	0·75	2	200	45	9
Grenville	Long Sault Rapids, Ottawa river	5·75	5	200	45	9
Rideau	Ottawa to Kingston	126·25	47	134	33	5
	Rideau Lake to Perth (Tay Branch)	7·00	2	134	33	5
Richelieu river.						
St. Ours Lock	St. Ours, Que	0·12	1	200	45	7
Chambly	Chambly to St. Johns, Que	12·00	9	118	22·5	7
Miscellaneous.						
Trent	Trenton to Peterboro Lock, Peterboro	89·0	18	175	33	8·3
	Peterboro Lock to head of Lake Couchiching	114·6	23	134	33	6
	Sturgeon Lake to Port Perry (Scugog Branch)	30·0	1	142	33	6
St. Peter's	St. Peter's Bay to Bras d'Or Lakes, Cape Breton, N.S	0·49	1	300	48	18

TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASONS, 1916, 1917, 1918 AND 1919.

CANALS.	1916.		1917.		1918.		1919.	
	Opened.	Closed.	Opened.	Closed.	Opened.	Closed.	Opened.	Closed.
Lachine	Apr. 26	Dec. 15	Apr. 25	Dec. 15	Apr. 30	Dec. 17	Apr. 16	Dec. 12
Soulanges	“ 26	“ 15	“ 25	“ 15	May 1	“ 17	“ 18	“ 12
Grenville	“ 29	Nov. 30	“ 26	Nov. 26	“ 1	Nov. 30	May 1	Nov. 25
Carillon	“ 29	“ 30	“ 26	“ 26	“ 1	“ 30	“ 1	“ 25
Ste. Anne's	“ 25	Dec. 2	“ 25	“ 30	Apr. 26	“ 30	Apr. 17	“ 30
Chambly	May 1	“ 1	May 1	“ 27	May 1	“ 30	May 1	“ 30
St. Ours	Apr. 22	....	“ 1	“ 27	Apr. 29	“ 20	Apr. 23	“ 30
Cornwall	“ 24	“ 14	Apr. 14	Dec. 12	“ 24	Dec. 17	“ 17	Dec. 13
Williamsburg.. Farran's Point	“ 24	“ 16	“ 17	“ 10	“ 26	“ 16	“ 17	“ 17
Rapide Plat	“ 24	“ 16	“ 17	“ 10	“ 24	“ 16	“ 17	“ 13
Galops	“ 24	“ 16	“ 17	“ 10	“ 24	“ 16	“ 17	“ 13
Murray	“ 17	“ 7	“ 18	“ 1	“ 21	“ 7	“ 14	“ 4
Welland	“ 22	“ 16	“ 18	“ 8	“ 23	“ 20	“ 19	“ 13
Sault Ste. Marie	“ 18	“ 19	“ 25	“ 16	“ 23	“ 17	“ 19	“ 13
Rideau.. At Ottawa	May 1	Nov. 30	May 1	Nov. 30	May 1	Nov. 30	“ 11	“ 15
At Kingston	“ 1	“ 30	“ 1	“ 19	“ 1	“ 30	May 1	Nov. 28
Trent.... Hastings to Rice Lake	Apr. 28	“ 14	May 5	Dec. 4	May 6	“ 16	May 15	Nov. 14
Rice Lake to Peterborough	“ 25	Dec. 9	“ 5	“ 4	Apr. 20	Dec. 4	May 3	Nov. 24
Peterborough to Lakefield	May 18	Nov. 9	“ 23	Nov. 19	May 17	Nov. 27	May 10	Nov. 25
Peterborough Lift Lock	“ 15	“ 9	“ 24	“ 3	“ 17	“ 6	May 15	Nov. 7
Lakefield to Bobcaygeon	“ 9	“ 23	“ 2	“ 9	“ 9	“ 21	Ap.. 29	“ 15
Bobcaygeon to Rosedale	Apr. 27	“ 30	“ 12	“ 14	“ 6	“ 28	“ 21	“ 18
Kirkfield Lift Lock	May 15	“ 3	June 2	Oct. 24	“ 24	Oct. 25	May 21	Oct. 23
Kirkfield to Lake Simcoe	“ 5	Oct. 14	May 26	Nov. 1	“ 25	Nov. 1	May 7	“ 23
Lake Simcoe to Orillia	“ 1	Nov. 16	“ 26	“ 1	“ 25	“ 5	May 1	Nov. 20
Scugog River and Lindsay Lock	“ 1	“ 11	Apr. 18	“ 19	Apr. 26	“ 22	Apr. 12	Nov. 23
St. Peter's	Sept. 1	Jan. 18 1917.	“ 16	Jan. 15 1918.	May 3	Jan. 13 1919.	Apr. 10	Jan. 3 1920.

APPENDIX IV.

REPORT OF C. N. MONSARRAT, CHAIRMAN AND CHIEF ENGINEER OF THE QUEBEC BRIDGE.

OTTAWA, ONT., March 31, 1919.

I beg to submit herewith, my final progress report on the construction of the Quebec Bridge, as follows:—

In May, 1918, there still remained the following work to be carried out, viz.:—

Completion of the painting.
Completion of the riveting.
Completion of concrete sidewalks.
Completion of the erection of hand-railing.
Removal of falsework pedestals on north and south shores.
Grading and cleaning up around south anchor pier.
Removal of docks and cribs, northshore.
Placing of riprap outside the new north main pier.

During the summer, the contractor had about 150 men employed on painting, and another 100 employed on the various works mentioned above.

On August 21, the bridge was submitted to a test load, in accordance with the requirements of the specification. The test was made with two heavily loaded freight trains with four Santa Fé freight engines, which covered both tracks of the main span between the main piers. The engines and loaded cars were the heaviest available, the total weight of these trains being 6,627 tons. The load was placed in such a position as to give the greatest stress in the members of the cantilever, and allowed to remain for two hours. The test was satisfactory in every respect.

At the same time, I made a thorough inspection of the work in its entirety, and reported that everything had been satisfactorily completed, according to the contract which the Government had entered into with the St. Lawrence Bridge Company Limited.

On November 18, the final estimate was passed in favour of the St. Lawrence Bridge Company and the structure taken over from the contractors and accepted as complete.

APPENDIX V.

REPORT OF ALEX. FERGUSON, ENGINEER IN CHARGE OF LIFTING RAILS FOR WAR PURPOSES.

The following is a summary of the work done during the fiscal year ending March 31, 1919, in connection with the lifting of rails for war purposes.

The construction of the highways between Otley and Carrot creek and between Peers and Fulstow, for the relief of settlers, was finished and another highway was constructed from Rosevear, on the Grand Trunk Pacific, to Horner, in order to give settlers on the abandoned Canadian Northern line access to the Grand Trunk Pacific.

Authority was given for the settlement of the numerous claims for compensation which had been filed. All claims received were thoroughly investigated and the greater number settled. Of 228 settlers in the district affected, 121 were paid compensation, 50 were not considered to have suffered, 53 had their entries cancelled at the instance of the Department, and 4 could not be traced. One storekeeper's claim was settled and one is still under investigation. Compensation was paid on 156 lots and 23 buildings in the townsite of Tollerton and the affairs of the Tollerton School District were wound up. The claims of six lumber operators were settled and the claim of a coal mining company fully investigated.

The entire Joint Section was re-surveyed and plans partially prepared.

The question of the economic operation of the Pocahontas Branch and its possible elimination was fully investigated.

CANAL STATISTICS

STATISTIQUE DES CANAUX

CANADA
DOMINION BUREAU OF STATISTICS
TRANSPORTATION DIVISION

CANAL STATISTICS

FOR THE YEAR ENDED DECEMBER 31
1919

PREPARED IN COLLABORATION WITH THE
DEPARTMENT OF RAILWAYS AND CANALS
CANADA

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

CANADA
BUREAU FÉDÉRAL DE LA STATISTIQUE
DIVISION DES TRANSPORTS

STATISTIQUE DES CANAUX

POUR L'ANNÉE TERMINÉE LE 31 DÉCEMBRE

1919

DRESSÉE EN COLLABORATION AVEC LE MINISTÈRE
DES CHEMINS DE FER ET CANAUX.

IMPRIMÉ PAR ORDRE DU PARLEMENT

OTTAWA
THOMAS MULVEY
IMPRIMEUR DE SA TRÈS EXCELLENTE MAJESTÉ LE ROI
1920

CANAL STATISTICS, 1919.

PREFACE.

The statistics in this report were formerly collected and compiled in the Statistical Branch of the Department of Railways and Canals. By Order in Council under the Statistics Act, dated August 29, 1919 (P.C. 1754), the work of the branch was transferred to the Dominion Bureau of Statistics, and by arrangement with the Department of Railways and Canals, the data collected by the Canal Statistical officers are now forwarded to the Bureau.

The report, which was in process of compilation at the time of the above transfer, has been completed along the lines followed in previous years. A summary of its contents is as follow:—

Complete data are given for all the Canadian canals, with regard to number of vessels passed through, their registered tonnage, description, nationality, and passengers and cargoes carried. The report also includes certain data for the United States canal at Sault Ste. Marie. As no tolls are charged by either the Canadian or American canals at Sault Ste. Marie, vessels use both freely, and the statistics of one would not be complete without those of the other.

The movement of Canadian grain from the head of Lake Superior is one of the most important items of Canadian inland water traffic, and more elaborate statistics have therefore been compiled on it than on other items. The large decrease from 1918 of 8,888,353 tons was all in American freight, which was 10,384,707 tons less than the previous year, while Canadian freight increased 1,496,354 tons. The decline in American freight was practically all in the Sault Ste. Marie canal returns and in coal and iron ore. The decrease for that canal in iron ore was 8,211,866 tons, and in coal 661,473 tons, whilst variations in other commodities gave a total net decrease of 8,775,626 tons.

Coal shipments were light all season, dropping in June to about one-third those of June, 1918, and declining until in October they were only about one-eighth those of the previous year. Iron ore shipments held up to the 1918 figures for May, June and July, but dropped off in August, and continued light till the close of navigation. These decreases were due to the general shortage of coal and to labour troubles in the United States steel plants. Strikes occurred at many of these plants on September 22, and it was the end of November before they were in operation.

As a result of lack of cargoes on the Great Lakes, and of better conditions on the ocean routes, many American steam vessels were taken off the Great Lakes and sent to the Atlantic Ocean. The down registered tonnage of American steam vessels on the Welland canal exceeded the up tonnage by 367,376 tons, and on the St. Lawrence canal by 319,531 tons, the movement in this direction being steady throughout the season.

Complete details with regard to the above and other data are given in the tables of the report.

R. H. COATS,
Dominion Statistician.

DOMINION BUREAU OF STATISTICS,
OTTAWA, April 11, 1920.

STATISTIQUE DES CANAUX, 1919.

PRÉFACE.

Les statistiques contenues en ce rapport étaient autrefois recueillies et compilées par la section statistique du ministère des Chemins de fer et Canaux. Le Bureau Fédéral de la Statistique a été chargé de ce travail par arrêté en conseil du 29 août 1919 (C.P. 1754), en vertu des dispostions de la Loi de la Statistique, et conformément aux décisions prises par le ministère des Chemins de fer et Canaux; les données en la possession de sa section statistique sont désormais transmises à ce bureau.

Le rapport, qui était en cours d'élaboration lorsque ce transfert s'est effectué, a été établi selon les méthodes suivies les années précédentes. Voici un résumé de son contenu:

On y trouve des informations complètes sur tous les canaux canadiens, c'est-à-dire, le nombre des navires qui y sont passés, leur tonnage enregistré, leur genre, leur pavillon, leurs passagers et leurs cargaisons. Le rapport contient également certaines données relatives au canal du Sault Ste-Marie appartenant aux Etats-Unis. Etant donné qu'aucun péage n'est perçu ni sur le canal canadien ni sur le canal américain du Sault Ste-Marie, la batellerie circule indistinctement sur l'un et sur l'autre, de telle sorte que les statistiques de l'un seraient incomplètes sans celles de l'autre.

Le mouvement du grain canadien depuis la tête du lac Supérieur est l'un des facteurs dominants des transports par eau au Canada; il nécessite, par conséquent, des statistiques plus élaborées que les autres produits transportés. La diminution considérable de 8,888,353 tonnes sur les chiffres de 1918 porte uniquement sur le fret américain, inférieur de 10,384,707 tonnes à celui de l'année précédente, tandis que le fret canadien présente un accroissement de 1,496,354 tonnes. Le fléchissement du fret américain s'est manifesté presque entièrement sur le trafic du canal du Sault Ste-Marie; il affecte la houille et le minerai de fer. Dans ce canal seul, le minerai de fer a décru de 8,211,866 tonnes, la houille de 661,473 tonnes et les fluctuations des autres produits ont ramené le déficit net à 8,775,626 tonnes.

Durant toute la saison, les expéditions de charbon ont été minimes; dès le mois de juin elles descendaient aux environs du tiers de celles de juin 1918, puis continuaient à décliner de telle sorte qu'en octobre elles ne représentaient que la huitième partie de celles du même mois de l'année précédente. En mai, juin et juillet, les transports de minerai de fer se sont maintenus au niveau des chiffres de 1918, mais un fléchissement se produisit en août et dura jusqu'à la fin de la saison; cette diminution eut pour cause la rareté du charbon, puis les grèves qui affectèrent les aciéries des Etats-Unis, nombre de ces usines ayant cessé leurs opérations le 22 septembre pour ne les reprendre qu'à la fin de novembre.

Le manque de cargaisons sur les grands lacs et l'accroissement de l'activité de la navigation océanique, déterminèrent certains armateurs américains à envoyer sur l'océan Atlantique leurs vapeurs des grands lacs. Les vapeurs américains qui ont descendu le canal Welland excédaient de 367,376 tonnes enregistrées ceux qui l'ont remonté; sur le canal du St-Laurent, cette différence s'est chiffrée par 319,531 tonnes, le mouvement s'étant accentué régulièrement dans cette direction pendant toute la saison.

On peut voir dans les tableaux de ce rapport tous les détails de nature à éclairer cette situation.

R. H. COATS,
Statisticien du Dominion.

BUREAU FÉDÉRAL DE LA STATISTIQUE,
OTTAWA, 11 avril 1920.

Total Traffic through all Canadian Canals in 1919.
Volume total du trafic par tous les canaux canadiens, en 1919.

Canals — Canaux	Tons — Tonnes	Increase — Augmentation	Decrease — Diminution
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Sault Ste. Marie	4,138,085	-	8,775,626
Welland	2,170,779	-	3,519
St. Lawrence	2,891,619	-	139,515
Chambly	242,961	-	126,225
St. Peters	64,879	5,163	
Murray	108,250	63,515	-
Ottawa	218,438	51,268	-
Rideau	103,539	49,403	-
Trent	52,953	-	11,940
St. Andrews	3,763	-	877
Total	9,995,266	-	8,888,353

Total Traffic through all Canadian Canals.
Volume total du trafic par tous les canaux canadiens.

—	Tons—Tonnes	—	Tons—Tonnes
1900	5,013,693	1910	42,990,608
1901	5,665,259	1911	38,030,353
1902	7,513,197	1912	47,587,245
1903	9,203,817	1913	52,053,913
1904	8,256,236	1914	37,023,237
1905	9,371,744	1915	15,198,803
1906	10,523,185	1916	23,583,491
1907	20,543,639	1917	22,238,935
1908	17,502,820	1918	18,883,619
1909	33,720,748	1919	9,995,266

Year. — Année.	Canadian Vessels. — Navires canadiens		United States Vessels — Navires des Etats-Unis		Freight Tonnage — Cargaison		
					Origin—Origine		
	No. — Nombre	Registered Tonnage. — Tonnage enregistré	No. — Nombre	Registered Tonnage. — Tonnage enregistré	Canada	United States — Etats-Unis	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913	28,654	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913
1914	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237
1915	21,575	9,398,207	6,415	7,385,101	6,789,423	8,409,380	15,198,803
1916	23,002	9,839,029	6,800	10,660,839	7,486,962	16,096,529	23,583,491
1917	21,588	9,831,694	6,594	10,259,772	5,964,369	16,274,566	22,238,935
1918	18,909	7,800,972	6,791	9,616,200	3,369,477	15,514,142	18,883,619
1919	20,682	8,735,973	4,092	5,259,173	4,865,831	5,129,435	9,995,266

Canadian and American Freight—Percent of Totals.

Proportion respective du fret canadien et du fret américain.

Year. — Année.	Canadian Freight Per Cent. — Pourcentage du fret canadien	American Freight Per Cent. — Pourcentage du fret américain
1908	28·7	71·3
1909	21·8	78·2
1910	18·3	81·7
1911	20·5	79·5
1912	19·7	80·3
1913	21·3	78·7
1914	25·3	74·7
1915	44·7	55·3
1916	31·7	68·3
1917	26·8	73·2
1918	17·8	82·2
1919	48·7	51·3

Percentage which each Commodity bore to the Total Traffic.

Pourcentage de chaque catégorie de marchandises, par rapport au trafic total.

—	1915	1916	1917	1918	1919
	Percent — Pourcentage	Percent — Pourcentage	Percent — Pourcentage	Percent — Pourcentage	Percent — Pourcentage
Agricultural Products—Produits agricoles	34·11	21·96	17·21	11·44	31·83
Animal Products—Produits des animaux	·07	·04	·06	·12	·16
Manufactures— Produits des manufactures	7·21	3·53	3·65	4·25	8·29
Forest Products—Produits forestiers	9·83	5·87	5·26	4·94	8·74
Mine Products—Produits miniers	48·78	68·60	73·82	79·25	50·98

Decrease in Products of Mine was due principally to the labor trouble at the American Steel Mills during October and November and shortage of coal during the entire season.

See Page 7 for comparisons of totals.

La diminution des produits miniers est surtout attribuable aux différends ouvriers survenus dans les aciéries américaines en octobre et novembre, ainsi qu'à la disette de charbon durant la saison entière.

Voir page 7, pour la comparaison des totaux.

Season of Navigation, 1919.

Saison de navigation de 1919.

Canals. — Canaux.	First Vessel Passage — Passage du premier navire	Last Vessel Passage — Passage du dernier navire	Number of Days used — Durée de la saison en jours
Sault Ste. Marie	April—Avril 12.	Dec. 14	247
Welland	" 19.	" 10	236
St. Lawrence	" 16.	" 11	240
Chambly	" 23.	Nov. 28	220
St. Peters	" 12.	Dec. 31	264
Murray	" 14.	Nov. 28	229
Ottawa	" 24.	" 22	213
Rideau	May—Mai 1.	" 25	209
Trent	" 1.	" 27	211
St. Andrews	" 10.	Oct. 28	172

Total Traffic through Canadian Canals during 1919, by Canals and Commodities.

Volume du trafic des canaux canadiens en 1919, par canal et par catégorie de marchandises.

Canals — Canaux	Agricultural Products — Produits agricoles	Animal Products — Produits des animaux	Manufactures	Products of the Forest — Produits forestiers	Products of the Mines — Produits miniers	Total.
1919	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Sault Ste. Marie	1,581,576	1,812	303,617	29,038	2,222,042	4,138,085
Welland	778,449	895	238,807	91,682	1,060,946	2,170,779
St. Lawrence	792,563	5,244	231,903	449,697	1,412,212	2,891,619
Chambly	12,700	282	5,960	123,042	100,977	242,961
St. Peter's	9,993	1,686	7,268	1,556	44,376	64,879
Murray	–	–	8,147	–	100,103	108,250
Ottawa	2,646	2,998	18,555	114,355	79,884	218,438
Rideau	1,247	2,327	12,184	13,234	74,547	103,539
Trent	2,328	188	2,497	47,079	861	52,953
St. Andrews	–	91	268	3,404	–	3,763
Total	3,181,502	15,523	829,206	873,087	5,095,948	9,995,266

Total Traffic through Canadian Canals during 1919, by origin—" Canadian " and " American ".

Volume du trafic des canaux canadiens en 1919, selon l'origine de la cargaison.

Canals — Canaux	Total Traffic — Volume total	Canadian Freight — Fret canadien	Percent. — Pourcentage	American Freight — Fret américain	Percent. — Pourcentage
	Tons — Tonnes	Tons — Tonnes	—	Tons — Tonnes	—
Sault Ste. Marie	4,138,085	1,606,311	38·82	2,531,774	61·18
Welland	2,170,779	1.079,087	49,70	1,091,692	50·30
St. Lawrence	2,891,619	1,498,322	51·82	1,393,297	48·18
Chambly	242,961	138,420	56·98	104,541	43·02
St. Peters	64,879	64,879	100·00	–	–
Murray	108,250	107,547	99·35	703	00·65
Ottawa	218,438	215,178	98·51	3,260	1·49
Rideau	103,539	99,371	95·97	4,168	4·03
Trent	52,953	52,953	100·00	–	–
St. Andrews	3,763	3,763	100·00	–	–
	9,995,266	4,865,831	48·7	5,129,435	51·3

Total Traffic through the Canadian Canals during 1919.

Commodities.	Sault Ste. Marie.	Welland.	St. Lawrence	Chambly.	St. Peter's.	Murray.
CLASS NO. 1—VESSELS.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.
Canadian Vessels.—Steam	2,741,964	1,720,192	2,453,376	41,215	27,982	86,194
" Sail	75,132	204,227	654,397	24,389	50,430	66,416
United States Vessels.—Steam	3,660,108	684,388	746,477	20	1,506	633
" Sail	11,526	7,207	22,695	107,585	16	1,801
Total, Class No. 1	6,488,730	2,616,014	3,876,945	173,209	79,934	155,044
CLASS NO. 2.	No. — Nombre.	No. — Nombre.	No. — Nombre.	No. — Nombre.	No. — Nombre.	No. — Nombre.
Passengers	41,099	....	101,750	1,403	322	1,099
CLASS NO. 3.	Tons — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes	Tons. — Tonnes.	Tons. — Tonnes
Agricultural Products—						
Barley	201,761	135,031	130,568	3	2	–
Buckwheat	–	–	–	–	2	–
Corn	–	26,725	25,219	83	12	–
Oats	193,140	46,748	48,963	468	1,521	–
Rye	79,269	3,208	2,333	–	–	–
Flax	19,726	1,820	1,456	–	–	–
Peas	15	–	5	6	1	–
Wheat	758,968	547,423	552,875	3	–	–
Flour	320,005	17,494	22,002	696	2,322	–
Hay	91	–	6,574	9,432	944	–
Other Mill Products	7,563	–	1,594	498	403	–
Fruits and Vegetables	1,032	–	638	1,476	910	–
Potatoes	6	–	336	35	3,876	–
Total	1,581,576	778,449	792,563	12,700	9,993	–
Animal Products—						
Live Stock	14	–	399	254	28	–
Poultry, Game and Fish	90	–	27	26	1,263	–
Dressed Meats	–	895	948	–	16	–
Other Packing House Products	728	–	314	2	311	–
Hides and Leather	157	–	43	–	1	–
Wool	687	–	5	–	–	–
Animal Products, All other	136	–	3,508	–	67	–
Total	1,812	895	5,244	282	1,686	–
Grand Total, Class No. 3	1,583,388	779,344	797,807	12,982	11,679	–
CLASS NO. 4.						
Manufactures—						
Agricultural Implements	890	7,845	126	142	3	–
Cement, Bricks, Lime	3,746	–	3,431	427	182	–
Household Goods and Furniture	50	–	2,276	12	213	–
Iron—Pig and Bloom	9,671	9,276	11,212	–	16	15
Iron and Steel, All other	37,499	20,438	9,247	191	147	40
Petroleum and Other Oils	4,743	147,449	102,715	95	757	–
Sugar	7,484	–	12,694	90	128	–
Salt	14,151	–	1,119	132	820	–
Wines, Liquors and Beers	219	30	2,489	10	14	194
Merchandise—Not enumerated	225,164	53,769	86,594	4,861	4,988	7,898
Total, Class No. 4	303,617	238,807	231,903	5,960	7,268	8,147
CLASS NO. 5.						
Products of Forests—						
Pulpwood	21,169	86,497	316,935	27,407	–	–
Sawed Lumber	6,585	5,185	128,578	82,144	932	–
Square Timber	–	–	300	267	10	–
Shingles	1,236	–	90	122	138	–
Other Woods	48	–	3,794	13,102	476	–
Total, Class No. 5	29,038	91,682	449,697	123,042	1,556	–
CLASS NO. 6.						
Products of Mine—						
Hard Coal	5,700	1,480	292,207	95,641	427	668
Soft Coal	275,673	984,766	1,023,357	–	40,732	35
Coke	4,200	–	–	–	1	–
Copper Ore	10,801	–	–	–	–	–
Iron Ore	1,890,614	–	–	–	5	–
Other Ore	7,064	10,870	–	–	925	–
Sand, etc	27,990	63,830	96,648	5,336	2,286	99,400
Total, Class No. 6	2,222,042	1,060,946	1,412,212	100,977	44,376	100,103
Grand Total	4,138,085	2,170,779	2,891,619	242,961	64,879	108,250

Volume du trafic par les canaux canadiens en 1919.

Ottawa.	Rideau.	Trent	St.Andrews	Total.	Produits.
Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	1ère catégorie—Navires.
102,402	79,826	123,190	16,004	7,392,345	Navires canadiens, à vapeur.
183,687	42,750	32,705	9,495	1,343,628	" à voiles.
99	–	–	–	5,093,231	Navires des Etats-Unis, à vapeur.
14,920	192	–	–	165,942	" " à voiles.
301,108	122,768	155,895	25,499	13,995,146	Total, 1ère catégorie.
No. — Nombre.	No. — Nombre.	No — Nombre.	No. — Nombre.	No. — Nombre.	2e catégorie—Passagers.
21,380	17,026	101,561	6,160	291,800	
Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	3e catégorie.
					Produits agricoles—
–	–	32	–	467,397	Orge.
–	5	–	–	7	Sarrasin.
17	–	4	–	52,060	Maïs.
171	21	–	–	291,032	Avoine.
–	–	39	–	84,849	Seigle.
–	–	–	–	23,002	Lin.
8	3	1	–	39	Pois.
19	–	2,011	–	1,861,299	Blé.
503	143	33	–	363,198	Farine.
733	816	34	–	18,624	Foin.
569	145	124	–	10,896	Autres produits de meunerie.
372	57	12	–	4,497	Fruits et légumes.
254	57	38	–	4,602	Pommes de terre.
2,646	1,247	2,328	–	3,181,502	Total.
					Produits des animaux—
327	17	165	91	1,295	Animaux vivants.
29	2	–	–	1,437	Volaille, gibier et poisson.
51	60	1	–	1,971	Viande abattue.
289	329	1	–	1,974	Autres produits des fabricants de conserves.
30	17	–	–	248	Peaux et cuir.
5	6	–	–	703	Laine.
2,267	1,896	21	–	7,895	Tous autres produits des animaux.
2,998	2,327	188	91	15,523	Total.
5,644	3,574	2,516	91	3,197,025	Grand total, de la 3e catégorie.
					4e catégorie.
					Manufactures—
127	130	35	–	9,298	Instruments aratoires.
773	863	514	–	9,936	Ciment, briques, chaux.
343	75	127	2	3,098	Meubles et objets mobiliers.
203	203	2	–	30,598	Fer en gueuse et en saumon.
1,696	1,212	1	2	70,473	Tous autres fer et acier.
725	428	62	6	256,980	Pétrole et autres huiles.
1,404	973	7	–	22,780	Sucre.
796	371	2	30	17,421	Sel.
1,630	1,271	23	–	5,880	Vins, liqueurs et bières.
10,858	6,658	1,724	228	402,742	Marchandises non énumérées.
18,555	12,184	2,497	268	829,206	Total. 4e catégorie.
					5e catégorie.
					Produits forestiers—
–	–	13,553	500	466,061	Bois à pulpe.
112,973	11,880	5,404	215	353,896	Bois de construction scié.
99	1,240	7,974	–	9,890	Bois équarri.
12	28	182	–	1,808	Bardeaux.
1,271	86	19,966	2,689	41,432	Autres bois.
114,355	13,234	47,079	3,404	873,087	Total, 5e catégorie.
					6e catégorie.
					Produits miniers—
1,040	4,175	45	–	401,383	Houille anthracite.
2,624	351	77	–	2,327,615	Houille bitumineuse.
–	–	–	–	4,201	Coke.
–	–	–	–	10,801	Minerai de cuivre.
–	–	–	–	1,890,619	Minerai de fer.
–	–	–	–	18,859	Autre minerai.
76,220	70,021	739	–	442,470	Sable, etc.
79,884	74,547	861	–	5,095,948	Total, 6e catégorie.
218,438	103.539	52,953	3.763	9.995.266	Grand total.

Total Freight through the Canadian Canals during 1918 and 1919.

Cargaisons transportées sur les canaux canadiens en 1918 et 1919.

—	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to United States Ports — De ports canadiens à ports des E.-U.		From United States to United States Ports — De ports des E.-U. à ports des E.-U.		From United States to Canadian Ports — De ports des E.-U. à ports canadiens		Tons — Tonnage		Tons — Tonnage	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Total	Canadian — Canada	United States — Etats-Unis
1918.	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Sault Ste. Marie	225,857	877,507	9,520	241,094	342,237	10,481,093	651,247	85,156	1,228,861	11,684,850	12,913,711	1,336,861	11,576,850
Welland	95,285	385,684	76,712	–	9,923	5,985	–	1,600,709	181,920	1,992,378	2,174,298	495,607	1,678,691
St. Lawrence	183,694	407,728	261,309	66,369	–	–	6,551	2,105,483	451,551	2,579,580	3,031,134	890,940	2,140,194
Chambly	2,897	11,833	247,826	–	–	–	–	106,630	250,723	118,463	369,186	262,556	106,630
St. Peter's	13,915	45,801	–	–	–	–	–	–	13,915	45,801	59,716	59,716	–
Murray	40,370	3,531	35	–	–	–	–	799	40,405	4,330	44,735	43,901	834
Ottawa	13,715	83,732	–	63,486	–	–	6,237	–	19,952	147,218	167,170	159,700	7,470
Rideau	34,564	19,572	–	–	–	–	–	–	34,564	19,572	54,136	50,663	3,473
Trent	16,796	48,097	–	–	–	–	–	–	16,796	48,097	64,893	64,893	–
St. Andrews	4,626	14	–	–	–	–	–	–	4,626	14	4,640	4,640	–
Grand Total	631,719	1,883,499	595,402	370,949	352,160	10,487,078	664,035	3,898,777	2,243,316	16,640,303	18,883,619	3,369,477	15,514,142
1919.													
Sault Ste. Marie	261,443	1,308,516	1,054	50,820	83,855	2,168,683	234,328	29,386	580,680	3,557,405	4,138,085	1,606,311	2,531,774
Welland	175,593	923,020	–	–	12,870	5,766	–	1,053,530	188,463	1,982,316	2,170,779	1,079,087	1,091,692
St. Lawrence	213,297	1,013,698	289,668	23,738	200	–	5,428	1,345,590	508,593	2,383,026	2,891,619	1,498,322	1,393,297
Chambly	4,698	10,579	123,158	–	–	–	–	104,526	127,856	115,105	242,961	138,420	104,541
St. Peter's	16,661	48,218	–	–	–	–	–	–	16,661	48,218	64,879	64,879	–
Murray	104,948	2,634	–	–	–	–	668	–	105,616	2,634	108,250	107,547	703
Ottawa	15,145	176,735	–	23,298	–	–	3,260	–	18,405	200,033	218,438	215,178	3,260
Rideau	66,914	32,560	30	–	–	–	–	4,035	66,944	36,595	103,539	99,371	4,168
Trent	22,261	30,692	–	–	–	–	–	–	22,261	30,692	52,953	52,953	–
St. Andrews	3,427	336	–	–	–	–	–	–	3,427	336	3,763	3,763	–
Grand Total	884,387	3,546,988	413,910	97,856	96,925	2,174,449	243,684	2,537,067	1,638,906	8,356,360	9,995,266	4,865,831	5,129,435

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.

Tonnage des navires et des cargaisons ayant franchi le canal du Sault Ste. Marie.

Years — Année.	Canadian Vessels — Navires canadiens		United States Vessels — Navires des E.-U.		Total No. — Nombre total	Vessel Tonnage — Tonnage total	Freight Tonnage — Tonnage des cargaisons			Lockages — Passages d'écluses	Days Open — Jours d'ouverture	Remarks. — Observations
	No. — Nombre	Tonnage — Tonnage	No. — Nombre	Tonnage — Tonnage			Canadian — Canadiennes	United States — Etats-Unis	Total — Total	No. — Nombre	No. — Nombre	
1895	609	126,534	583	623,092	1,192	749,626	–	–	595,837	699	87	Canal first opened Sept. 9, 1895—L'inauguration du canal eut lieu le 9 sept. 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156	–	–	4,577,399	3,042	218	
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482	–	–	4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353.699	3,675	2,757,630	–	–	3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009	–	–	3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	2,081	2,194,748	–	–	2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	–	–	2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	–	–	4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746	–	–	5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705	–	–	5,030,705	3,022	241	
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637	–	–	5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	–	–	6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	5,349	12,115,969	–	–	15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759.216	3,667	235	Origin of cargo first shown—Commencement des statistiques sur l'origine de la cargaison.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	2,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,669,655	6,200	240	
1913	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,590	42,699,324	6,266	246	
1914	3,011	3,473,292	2,966	13,827,870	6,977	17,301,162	3,609,747	23,989,437	27,599,184	4,712	239	
1915	3,000	3,041,003	1,331	5,443,812	4,331	8,484,815	2,561,734	5,189,223	7,750,957	4,374	248	
1916	4,595	4,089,937	2,094	8,703,187	6,689	12,793,124	4,155,911	12,657,738	16,813,649	4,777	245	
1917	3,199	3,182,960	2,138	8,712,604	5,337	11,895,561	2,875,590	12,571,503	15,447,092	4,142	237	
1918	3,067	2,436,500	1,992	7,594,042	5,059	10,030,542	1,336,861	11,576,850	12,913,711	4,034	241	
1919	3,140	2,817,096	929	3,671,634	4,069	6,488,730	1,606,311	2,521,774	4,138,085	3,174	247	

The decrease in 1919 in the number of American vessels, and in the American freight was due to the shortage of coal, labour troubles at the mines and at the steel plants. American vessels totalling over 319,000 registered tons were removed from the Great Lakes during the season. See page 23.

Decrease from 1918 in iron ore was 8,211,866 tons and in coal 661,473 tons.

La diminution constatée en 1919 dans le nombre des bateaux américains et dans le volume du fret américain est la conséquence de la disette de charbon et des grèves qui ont affecté les mines et les usines métallurgiques.

La flotte américaine des grands lacs a été réduite de plus de 319,000 tonnes enregistrées, durant la saison. Voir page 23.

Comparé à 1918, le minerai de fer a décru de 8,211,866 tonnes et la houille de 661,473 tonnes.

United States Coal Destined to Canadian Ports through Chambly, Rideau, St. Lawrence, and Welland Canals, and the Canadian and American Canals at Sault Ste. Marie, during 1919.

Charbon des Etats-Unis destiné aux ports canadiens, ayant passé par les canaux Chambly, Rideau, St-Laurent, Welland et Sault Ste-Marie (canadien et américain) durant 1919.

Canals. — Canaux	Carried in Canadian Bottoms — Transporté par batellerie canadienne	Carried in United States Bottoms — Transporté par batellerie desEtats-Unis	Total.	Per cent in Canadian Bottoms — Pourcentagede la batellerie canadienne	Per cent in United States Bottoms — Pourcentagede la batellerie desEtats-Unis
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes		
Chambly	–	95,641	95,641	–	100·00
Rideau	4,168	–	4,168	100·00	–
St. Lawrence	218,590	81,636	300,226	72·81	27·19
Welland	702,728	280,497	983,225	71·47	28·53
Sault Ste. Marie, Canadian	153,400	74,173	227,573	67·41	32·59
Sault Ste. Marie, United States	398,500	2,083,942	2,482,442	16·05	83·95
Total	1,477,386	2,615,889	4,093,275	36·09	63·91

Total Freight through the Welland Canal in 1919, carried in Canadian and in United States Bottoms.

Volume du fret passé par le canal Welland en 1919, transporté par la batellerie canadienne et par la batellerie des Etats-Unis.

Commodity — Cargaisons	Tons carried in Canadian Bottoms — Batellerie canadienne. Tonnes	Tons carried in United States Bottoms — Batellerie des Etats-Unis, Tonnes	Total tons — Total, tonnes
Barley—Orge	135,031	–	135,031
Corn—Maïs	10,999	15,726	26,725
Oats—Avoine	46,748	–	46,748
Rye—Seigle	3,208	–	3,208
Flax—Lin	1,820	–	1,820
Wheat—Blé	533,854	13,569	547,423
Flour—Farine	1,600	15,894	17,494
Dressed Mears—Viande abattue	–	895	895
Agricultural implements—Instruments aratoires	7,845	–	7,845
Iron, pig and bloom—Fer en gueuse et en saumon	9,276	–	9,276
Iron and steel—Fer et acier	18,338	2,100	20,438
Petroleum—Pétrole	147,449	–	147,449
Wines, etc.—Vins, etc	30	–	30
Merchandise—Marchandises diverses	52,531	1,238	53,769
Pulpwood—Bois à pulpe	81,120	5,377	86,497
Sawed lumber—Bois de construction scié	–	5,185	5,185
Coal (hard and soft)—Houille, anthracite et bitumineuse	702,728	283,518	986,246
Other ores—Autres minerais	–	10,870	10,870
Sand and stone—Sable et pierre	–	63,830	63,830
Total	1,752,577	418,202	2,170,779

Per cent of total in Canadian Bottoms—Pourcentage du total transporté par la batellerie canadienne .... 80·73
Per cent of total in United States Bottoms—Pourcentage du total transporté par la batellerie des Etats-Unis. 19·27

Total Canadian Wheat through the Canadian and American Canals at Sault Ste. Marie.

Blé canadien transporté sur les canaux canadien et américain du Sault Ste. Marie.

—	Canadian Canal — Canal canadien	United States Canal — Canal des Etats-Unis	Total
	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
1913	101,066,133	40,660,766	141,726,899
1914	77,467,833	17,564,233	95,032,066
1915	48,727,911	121,389,950	170,117,861
1916	82,807,342	102,196,325	185,003,667
1917	60,551,243	98,023,019	158,574,262
1918	19,987,255	42,312,016	62,299,271
1919	21,060,989	70,513,847	91,574,836

Total Canadian Wheat through the Canadian and American Canals at Sault Ste. Marie—Showing destination.

Blé canadien transporté sur les canaux canadien et américain du Sault Ste. Marie, avec indication de sa destination.

To— — Pour—	Montreal — Montréal	Georgian Bay — Baie Georgienne	Other Canadian Ports — Autres ports canadiens	Buffalo — Buffalo	Total
	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
1913	15,186,632	26,054,001	28,973,333	71,512,933	141,726,899
1914	10,283,166	24,864,467	34,350,699	25,533,734	95,032,066
1915	4,025,010	25,315,999	33,067,613	107,709,239	170,117,861
1916	1,686,482	48,007,361	28,029,847	107,279,977	185,003,667
1917	1,280,170	52,453,042	31,369,487	73,471,563	158,574,262
1918	728,500	38,774,391	20,638,204	2,158,176	62,299,271
1919	563,003	53,793,931	33,090,288	4,127,614	91,574,836

"Other Canadian Ports" refers chiefly to Port Colborne and Goderich, for details see page 17.
«Autres ports canadiens » se rapporte principalement à Port Colborne et Goderich. Pour détails, voir page 17.

Canadian Grain and Flour from Fort William, Port Arthur through the Canals at Sault Ste. Marie, during 1919.

Grain et farine canadiens expédiés de Fort William et Port Arthur et ayant passé par les canaux du Sault Ste. Marie en 1919.

—	Canadian Canal — Canal canadien	American Canal — Canal américain	Total
	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
Wheat—Blé	21,060,989	70,513,847	91,574,836
Oats—Avoine	11,149,582	5,151,271	16,300,853
Barley—Orge	7,300,677	5,573,200	12,873,877
Rye—Seigle	660,005	100,000	760,005
Flax—Lin	592,650	245,392	838,042
*Flour—Farine	11.131,650	1.785,510	12,917,160
Total	51,895,553	83,369,220	135,264,773

*2,473,700 barrels of Canadian flour went through the Canadian Canal, and 396,780 barrels through the American Canal, making an aggregate of 2,870,480 barrels equivalent to 12,917,160 bushels of Wheat at $4\frac{1}{2}$ bushels to a barrel.

*2,473,700 barils de farine canadienne ont passé par le canal canadien et 396,780 barils par le canal américain, soit au total 2,870,480 barils, équivalant à 12,917,160 boisseaux de blé, à raison de $4\frac{1}{2}$ boisseaux au baril.

Canadian Grain and Flour passing through the Canadian and American canals at Sault Ste. Marie in 1919.

Grain et farine canadiens ayant passé par les canaux canadien et américain du Sault Ste-Marie en 1919.

—	Percentage in Canadian bottoms — Pourcentage de la batellerie canadienne	Percentage in United States bottoms — Pourcentage de la batellerie des Etats-Unis
Barley—Orge	89·65	10·35
Oats—Avoine	85·94	14·06
Flax—Lin	70·72	29·28
Rye—Seigle	100·00	–
Wheat—Blé	95·55	4·45
Flour—Farine	100·00	–
Total (tons—tonnes)	94·54	5·46

Items were reduced to tons to get percentages for the total.
Pour l'obtention de ces pourcentages, le volume a été réduit en tonnes.

Canadian Wheat through the Sault

Blé canadien ayant passé par les

1919	April — Avril	May — Mai	June — Juin	July — Juillet	August — Août
CANADIAN CANAL	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
Fort William—Port Arthur to Montreal	43,000	28,666	–	184,270	27,567
" " " Georgian Bay	1,438,200	2,601,000	281,987	65,000	286,434
" " " Other Canadian Ports	140,000	2,918,350	2,344,750	799,169	754,000
" " " Buffalo	–	–	–	65,000	–
Total	1,621,200	5,548,016	2,626,735	1,113,439	1,068,001
AMERICAN CANAL					
Fort William-Port Arthur to Montreal	–	–	–	–	–
" " Georgian Bay	5,559,055	10,002,971	1,127,000	64,074	–
" " Other Canadian Ports	1,618,000	2,527,000	1,495,000	990,019	393,900
" " Buffalo	–	2,726,169	–	–	5,000
Total	7,177,055	15,256,140	2,622,000	1,054,093	398,900
CANADIAN AND AMERICAN CANALS					
Fort William-Port Arthur, to Montreal	43,000	28,666	–	184,270	27,567
" " Georgian Bay	6,997,255	12,603,971	1,408,985	129,074	286,434
" " Other Canadian Ports	1,758,000	5,445,350	3,839,750	1,789,188	1,147,900
" " Buffalo	–	2,726,169	–	65,000	5,000
Grand Total	8,798,255	20,804,156	5,248,735	2,167,532	1,466,901

Canadian Oats through the Sault

Avoine canadienne ayant passé par les

1919.	April — Avril	May — Mai	June — Juin	July — Juillet	August — Août
CANADIAN CANAL	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
Fort William—Port Arthur to Montreal	52,941	154,500	109,000	297,000	328,500
" " Georgian Bay	–	129 000	243,075	615,000	60,647
" " Other Canadian Ports	–	505,764	272,882	419,058	1,427,637
" " Buffalo	–	–	418,751	624,000	–
Total	52,941	789,264	1,043,708	1,955,058	1,816,784
AMERICAN CANAL.					
Fort William—Port Arthur to Montreal	–	–	–	–	–
" " Georgian Bay	50,500	412,083	129,000	150,000	–
" " Other Canadian Ports	–	63,125	7,570	1,765	80,000
" " Buffalo	–	–	–	300,000	97,000
Total	50,500	475,208	136,570	451,765	177,000
CANADIAN AND AMERICAN CANALS					
Fort William—Port Arthur to Montreal	52,941	154,500	109,000	297,000	328,500
" " Georgian Bay	50,500	541,083	372,075	765,000	60,647
" " Other Canadian Ports	–	568,889	280,452	420,823	1,507,637
" " Buffalo	–	–	418,751	924,000	97,000
Grand Total	103,441	1,264,472	1,180,278	2,406,823	1,993,784

Ste. Marie Canals, during 1919.

canaux du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	November — Novembre	December — Décembre	Total	1919
Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	CANAL CANADIEN
48,500	-	231,000	-	563,003	Fort William—Port Arthur à Montréal.
1,127,398	1,804,000	654,000	349,600	8,607,617	" " la Baie Georgienne.
1,563,200	1,379,200	1,441,700	485,000	11,825,369	" " d'autres ports canadiens.
-	-	-	-	65,000	" " Buffalo.
2,739,098	3,183,200	2,326,700	834,600	21,060,989	Total.
					CANAL AMÉRICAIN
-	-	-	-	-	Fort William—Port Arthur à Montréal.
3,863,100	12,652,053	8,288,061	3,630,000	45,186,314	" " la Baie Georgienne.
3,035,000	5,240,000	4,411,000	1,555,000	21,264,919	" " d'autres ports canadiens.
-	-	-	1,331,445	4,062,614	" " Buffalo.
6,898,100	17,892,053	12,699,061	6,516,445	70,513,847	Total.
					CANAUX CANADIEN ET AMÉRICAIN
48,500	-	231,000	-	563,003	Fort William—Port Arthur à Montréal.
4,990,498	14,456,053	8,942,061	3,979,600	53,793,931	" " la Baie Georgienne.
4,598,200	6,619,200	5,852,700	2,040,000	33,090,288	" " d'autres ports canadiens.
-	-	-	1,331,445	4,127,614	" " " Buffalo.
9,637,198	21,075,253	15,025,761	7,351,045	91,574,836	Grand total.

Ste. Marie Canals during 1919.

canaux du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	November — Novembre	December — Décembre	Total	1919
Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	CANAL CANADIEN
352,008	383,000	197,000	106,000	1,979,949	Fort William—Port Arthur àMontréal.
239,118	739,707	1,545,000	520,000	4,091,547	" " la Baie Georgienne.
598,059	457,000	299,935	-	3,980,335	" " d'autres ports canadiens.
-	-	-	55,000	1,097,751	" " Buffalo.
1,189,185	1,579,707	2,041,935	681,000	11,149,582	Total.
					CANAL AMÉRICAIN.
-	63,000	-	-	63,000	Fort William—Port Arthur à Montréal.
70,000	60,000	873,228	301,500	2,046,311	" " la Baie Georgienne.
-	317,500	-	112,000	581,960	" " d'autres ports canadiens.
-	-	1.110,000	953,000	2,460,000	" " Buffalo.
70,000	440,500	1,983,228	1,366,500	5,151,271	Total.
					CANAUX CANADIEN ET AMÉRICAIN.
352,008	446,000	197,000	106,000	2,042,949	Fort William—Port Arthur à Montréal.
309,118	799,707	2,418,228	821,500	6,137,858	" " la Baie Georgienne.
598,059	774,500	299,935	112,000	4,562,295	" " d'autres ports canadiens.
-	-	1,110,000	1,008,000	3,557,751	" " Buffalo.
1,189,185	2,020,207	4,025,163	2,047,500	16,300,853	Grand total.

Canadian Barley through the Sault
Orge canadienne passée par les canaux

1919	April — Avril	May — Mai	June — Juin	July — Juillet	August — Août
CANADIAN CANAL	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
Fort William—Port Arthur to Montreal	17,000	284,110	320,333	241,750	272,633
" " Georgian Bay	-	457,000	730,000	145,000	314,000
" " Other Canadian Ports	-	240,000	397,166	617,000	505,000
" " Buffalo	-	-	-	-	-
Total	17,000	981,110	1,420,499	1,003,750	1,091,633
AMERICAN CANAL					
Fort William—Port Arthur to Montreal	-	-	-	-	-
" " Georgian Bay	-	1,091,000	276,000	-	-
" " Other Canadian Ports	283,000	1,096,208	175,000	-	541,900
" " Buffalo	802,000	-	-	-	65,492
Total	1,085,000	2,187,208	451,000	-	606,492
CANADIAN AND AMERICAN CANALS					
Fort William—Port Arthur to Montreal	17,000	284,110	320,333	241,750	272,633
" " Georgian Bay	-	1,548,000	979,000	145,000	314,000
" " Other Canadian Ports	283,000	1,326,208	572,166	617,000	1,046,000
" " Buffalo	802,000	-	-	-	65,492
Grand Total	1,102,000	3,168,318	1,891,499	1,003,750	1,698,125

Canadian Traffic through the American
Trafic canadien par le canal américain

Commodity.	April — Avril	May — Mai	June — Juin	July — Juillet	August — Août
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Barley	26,040	50,493	10,824	-	14,656
Oats	808	7,603	2,821	7,228	2,832
Rye	-	-	-	3,000	-
Flax	-	-	-	-	1,383
Wheat	215,311	457,685	78,660	31,623	11,967
Flour	-	8,658	1,166	7,346	9,607
Merchandise	-	7,003	2,202	2,322	2,604
Oils	8,591	14,000	8,030	7,895	8,194
Pulp wood and Lumber	-	12,960	9,924	23,810	13,956
Ores	-	-	-	9,600	11,536
	250,750	558,402	113,627	92,824	76,735

Percentage of grain and flour—Pourcentage du grain et de la farine, 90·93.
Percentage of other traffic—Pourcentage des autres produits, 9·17.

Ste. Marie Canals during 1919.

du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	Novembre — Novembre	Decembre — Décembre	Total	1919
Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	CANAL CANADIEN
206,408	350,667	63,602	–	1,756,503	Fort William—Port Arthur à Montréal.
199,000	439,263	1,132,745	70,000	3,460,008	“ “ la Baie Georgienne.
45,000	80,000	–	–	1,884,166	“ “ d'autres ports canadiens.
–	–	–	200,000	200,000	“ “ Buffalo.
450,408	869,930	1,196,347	270,000	7,300,677	Total.
					CANAL AMÉRICAIN.
–	8,500	–	–	8,500	Fort William—Port Arthur à Montréal.
–	173,000	113,000	632,000	2,285,000	“ “ la Baie Georgienne.
60,000	–	–	–	2,155,208	“ “ d'autres ports canadiens.
–	–	–	257,000	1,124,492	“ “ Buffalo.
60,000	181,500	113,000	889,000	5,573,200	Total.
					CANAUX CANADIEN ET AMÉRICAIN.
206,408	359,167	63,602	–	1,765,003	Fort William—Port Arthur à Montréal.
199,000	612,263	1,245,745	702,000	5,745,008	“ “ la Baie Georgienne.
105,000	80,000	–	–	4,039,374	“ “ d'autres ports canadiens.
–	–	–	457,000	1,324,492	“ “ Buffalo.
510,408	1,051,430	1,309,347	1,159,000	12,873,877	Grand total.

canal at Sault Ste. Marie during 1919.

du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	November — Novembre	December — Décembre	Total	Produits
Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	
1,440	4,356	2,712	21,328	131,849	Orge.
1,120	7,048	31,732	21,864	83,056	Avoine.
–	–	–	–	3,000	Seigle.
–	–	2,688	2,800	6,871	Lin.
206,943	436,762	372,091	195,493	2,006,535	Blé.
1,443	5,486	–	2,079	35,785	Farine.
634	3,349	–	–	18,114	Mrrchandises diverses.
17,940	12,617	7,455	–	84,722	Huiles.
17,682	4,404	4,314	–	87,050	Bois à pulpe et bois de construction.
–	11,200	6,720	–	39,056	Minerais.
247,202	485,222	427,712	243,564	2,496,038	

Freight Rates by Water on Wheat from Fort William and Port Arthur.

Tarifs des transports par eau sur le blé expédié de Fort William et Port Arthur.

	1916	1917	1918	1919
Fort William and Port Arthur to Montreal—Fort William et Port Arthur à Montréal—				
Per ton per mile—Par tonne et par mille	0·205 cent.	0·265 cent.	0·309 cent.	0·292 cent.
Per bushel—Par boisseau	7·55 "	9·78 "	11·39 "	10·76 "
Per ton—Par tonne	$2·52	$3·26	$3·80	$3·58
Fort William and Port Arthur to Georgian Bay—Fort William et Port Arthur à la Baie Georgienne—				
Per ton per mile—Par tonne et par mille	0·264 cent.	0·270 cent.	0·277 cent.	0·203 cent.
Per bushel—Par boisseau	4·10 "	4·25 "	4·32 "	3·15 "
Per ton—Par tonne	$1·37	$1·42	$1·44	$1·05
Fort William and Port Arthur to Other Canadian Ports*—Fort William et Port Arthur à autres ports canadiens—				
Per ton per mile—Par tonne et par mille	0·169 cent.	0·185 cent.	0·205 cent.	0·150 cent.
Per bushel—Par boisseau	3·68 "	4·18 "	4·48 "	3·46 "
Per ton—Par tonne	$1·22	$1·39	$1·49	$1·15
Fort William and Port Arthur to Buffalo—Fort William et Port Arthur à Buffalo—				
Per ton per mile—Par tonne et par mille	0·159 cent.	0·196 cent.	0·158 cent.	0·143 cent.
Per bushel—Par boisseau	4·27 "	5·00 "	4·11 "	3·73 "
Per ton—Par tonne	$1·42	$1·67	$1·37	$1·24

*Principally Port Colborne—*Principalement Port Colborne.

Freight Rates by Water on Wheat from Fort William and Port Arthur during 1918 and 1919

Tarifs des transports par eau sur le blé expédié de Fort William et Port Arthur en 1918 et 1919.

	1918			1919		
—	Average rate per bushel — Moyenne par boisseau	Average rate per ton — Moyenne par tonne	Average rate per ton per mile — Moyenne par tonne et par mille	Average rate per bushel — Mayenne par boisseau	Average rate per ton — Moyenne par tonne	Average rate per ton per mile — Moyenne par tonne et par mille
	cents	$	cents.	cents	$	cents
Fort William-Port Arthur to Montreal—Ft. William-Port Arthur à Montréal—						
April—Avril	–	–	–	12·00	4 00	0·325
May—Mai	10·50	3 49	0·284	11·50	3·83	0·312
June—Juin	10·50	3 50	0·284	–	–	–
July—Juillet	10·50	3 50	0·284	9·89	3 29	0·269
August—Août	11·359	3 78	0·308	10·50	3 50	0·285
September—Septembre	12·50	4 16	0·339	11·00	3 67	0·298
October—Octobre	12·50	4 17	0·339	–	–	–
November—Novembre	12·50	4 17	0·339	11·10	3 70	0·301
December—Décembre	–	–	–	–	–	–
Average—Moyenne	11·39	3 80	0·309	10·76	3 58	0·292
Fort William-Port Arthur to Georgian Bay—Ft. William-Pt. Arthur à la Baie Georgienne						
April—Avril	5·04	1 68	0·305	3·50	1·17	0·225
May—Mai	3·61	1 20	0·234	3·07	1·02	0·196
June—Juin	3·50	1 17	0·226	3·00	1·00	0·195
July—Juillet	3·50	1 17	0·226	2·34	0·78	0·152
August—Août	3·50	1 16	0·226	2·36	0·78	0·153
September—Septembre	4·00	1 33	0·259	2·93	0·97	0·191
October—Octobre	3·99	1 33	0·256	3·00	1·00	0·194
November—Novembre	4·11	1 37	0·266	3·00	1·00	0·196
December—Décembre	5·38	1 79	0·348	5·15	1·72	0·334
Average—Moyenne	4·32	1 44	0·277	3·15	1·05	0·203
Fort William-Port Arthur to Other Canadian Ports—Ft. William-Pt. Arthur à autres ports canadiens—						
April—Avril	5·50	1 83	0·228	3·95	1 32	0·161
May—Mai	3·50	1 16	0·173	3·31	1 10	0·164
June—Juin	3·67	1 22	0·185	3·02	1 01	0·136
July—Juillet	3·72	1 24	0·188	2·57	0 86	0·104
August—Août	3·64	1 21	0·201	3·43	1 14	0·142
September—Septembre	4·19	1 40	0·211	3·41	1·14	0·153
October—Octobre	4·27	1 42	0·206	3·41	1 14	0·144
November—Novembre	4·11	1 37	0·168	3·31	1 10	0·129
December—Décembre	5·78	1 93	0·266	5·60	1 87	0·293
Average—Moyenne	4·48	1 49	0·205	3·46	1 15	0·150
Fort William-Port Arthur to Buffalo—Ft. William-Pt. Arthur à Buffalo						
April—Avril	4·00	1 33	0·154	–	–	–
May—Mai	4·00	1 33	0·154	3·50	1 17	0·135
June—Juin	4·00	1 33	0·154	–	–	–
July—Juillet	4·00	1 33	0·154	3·00	1 00	0·115
August—Août	–	–	–	3·50	1 17	0·135
September—Septembre	–	–	–	–	–	–
October—Octobre	–	–	–	–	–	–
November—Novembre	6·00	2 00	*0·330	–	–	–
December—Décembre	–	–	–	6·00	2 00	0·231
Average—Moyenne	4·11	1 37	0·158	3·73	1 24	0·143

*To Detroit instead of Buffalo—A Détroit, au lieu de Buffalo.

Vessel and Freight Tonnage passed through the Welland Canal.

Tonnage des navires et des cargaisons ayant passé par le Canal Welland.

Years. — Années.	Canadian Vessels. — Batellerie canadienne		U. S. Vessels. — Batellerie des E.-U.		Total No. — Nombre total.	Vessel Tonnage. — Tonnage des navires.	Freight Tonnage. — Tonnage des cargaisons.		
	No. — Nombre.	Tonnage.	No. — Nombre.	Tonnage.			Canadian. — Canadiennes.	United Sta. — Des E.-U.	Total.
1890	2135	615,821	748	506,648	2883	1,122,469	...	...	1,016,165
1891	1788	527,892	806	682,264	2594	1,110,156	...	...	975,013
1892	1818	592,078	797	600,223	2615	1,192,301	...	...	955,554
1893	1468	493,595	1375	994,148	2843	1,487,743	...	...	1,294,823
1894	1473	564,035	939	688,910	2412	1,252,945	...	...	1,008,221
1895	1513	518,627	709	549,746	2222	1,068,373	...	...	869,595
1896	1676	593,341	1090	860,106	2766	1,453,447	...	...	1,279,987
1897	1588	589,127	1137	943,134	2725	1,532,261	...	...	1,274,292
1898	1325	518,578	1059	894,309	2384	1,412,887	...	...	1,140,077
1899	1679	559,300	523	501,373	2202	1,060,673	...	...	789,770
1900	1765	575,381	634	437,431	2399	1,012,812	...	...	719,360
1901	1101	413,597	446	391,983	1547	805,580	...	...	620,209
1902	1011	393,357	557	432,366	1568	825,723	...	...	665,387
1903	955	465,296	832	571,700	1787	1,036,996	...	...	1,002,919
1904	799	435,049	634	416,964	1433	852,013	...	...	811,371
1905	768	479,389	827	622,106	1595	1,101,495	...	...	1,092,050
1906	866	602,876	670	647,152	1536	1,250,028	...	...	1,201,967
1907	1127	753,713	855	830,000	1982	1,583,713	...	...	1,614,132
1908	1531	992,237	820	670,934	2351	1,663,171	776,245	927,208	1,703,453*
1909	1724	1,185,974	709	677,884	2433	1,863,858	1,050,241	975,710	2,025,951
1910	1852	1,461,499	692	687,018	2544	2,148,517	1,196,946	1,129,344	2,326,290
1911	1664	1,541,548	816	755,631	2480	2,297,179	1,296,480	1,241,149	2,537,629
1912	1946	1,814,965	959	864,535	2905	2,679,500	1,553,116	1,298,799	2,851,915
1913	2411	2,376,778	818	787,752	3229	3,154,530	2,093,406	1,477,308	3,570,714
1914	2902	2,878,483	790	757,212	3692	3,635,695	2,013,619	1,847,350	3,860,969
1915	2126	2,032,348	796	822,847	2922	2,855,195	1,426,256	1,634,756	3,061,012
1916	2092	1,794,722	847	718,897	2939	2,513,619	1,054,480	1,490,484	2,544,964
1917	2554	2,284,873	697	491,388	3251	2,776,261	981,914	1,508,628	2,490,542
1918	2088	1,760,301	1104	835,088	3192	2,595,389	495,607	1,678,691	2,174,298
1919	2344	1,924,419	869	691,595	3213	2,616.014	1,079,087	1,091,692	2,170,779

*Origin of cargo first shown. Début des statistiques d'origine.

Table 1.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.

Tableau 1.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.

Vessels — Navires	Total Number — Nombre total	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to United States Ports — De ports canadiens à ports des Etats-Unis		From United States to United States Ports — De ports des Etats-Unis à ports des Etats-Unis		From United States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnage		Total Tons — Tonnage total
		Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	
CANADIAN VESSELS—NAVIRES CANADIENS												
Steam and Sail—A vapeur et à voiles.												
Sault Ste. Marie	3,140	1,602,583	1,005,755	20,831	93,774	12,482	–	72,033	9,638	1,707,929	1,109,167	2,817,096
Welland	2,344	434,586	489,606	486,394	923	27,430	–	5,929	479,551	954,339	970,080	1,924,419
St. Lawrence	5,882	881,238	963,695	637,440	834	5,373	1,593	1,913	615,687	1,525,964	1,581,809	3,107,773
Chambly	383	28,449	26,954	6,174	–	–	–	99	3,928	34,722	30,882	65,604
St. Peter's	1,155	39,812	38,600	–	–	–	–	–	–	39,812	38,600	78,412
Murray	586	80,519	70,952	96	270	10	–	434	329	81,059	71,551	152,610
Ottawa	1,642	137,725	146,381	–	1,197	–	–	786	–	138,511	147,578	286,089
Rideau	1,833	59,817	61,726	253	–	–	–	–	780	60,070	62,506	122,576
Trent	3,594	79,664	76,231	–	–	–	–	–	–	79,664	76,231	155,895
St. Andrews	123	14,148	11,351	–	–	–	–	–	–	14,148	11,351	25,499
Total Canadian—Total, navires canadiens	20,682	3,358,541	2,891,251	1,151,188	96,998	45,295	1,593	81,194	1,109,913	4,636,218	4,099,755	8,735,973
UNITED STATES VESSELS—NAVIRES DES ETATS-UNIS.												
Steam and Sail—A vapeur et à voiles.												
Sault Ste. Marie	929	10,799	2,585	42,101	107,154	2,354,099	1,094,657	52,559	7,680	2,459,558	1,212,076	3,671,634
Welland	869	30,778	33,951	87,851	–	40,520	38,264	2,071	458,160	161,220	530,375	691,595
St. Lawrence	1,066	13,566	15,889	202,118	8,726	3,054	19,108	5,756	500,955	224,494	544,678	769,172
Chambly	1,040	107	990	51,963	306	99	–	–	54,140	52,169	55,436	107,605
St. Peter's	17	1,054	368	–	50	–	–	50	–	1,104	418	1,522
Murray	21	–	–	351	1,976	38	30	15	24	404	2,030	2,434
Ottawa	148	2,818	1,016	–	7,138	–	–	3,949	98	6,767	8,252	15,019
Rideau	2	96	96	–	–	–	–	–	–	96	96	192
Trent	–	–	–	–	–	–	–	–	–	–	–	–
St. Andrews	–	–	–	–	–	–	–	–	–	–	–	–
Total United States—Total, navires des Etats-Unis.	4,092	59,218	54,895	384,384	125,350	2,397,810	1,152,059	64,400	1,021,057	2,905,812	2,353,361	5,259,173
Grand Total, Canadian and United States—Grand total, navires canadiens et des Etats-Unis	24,774	3,417,759	2,946,146	1,535,572	222,348	2,443,105	1,153,652	145,594	2,130,970	7,542,030	6,453,116	13,995,146

Table 2.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.

Tableau 2.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.

Canadian American Steam-Sail—Canadiens et américains—à vapeur et à voiles.

Vessels — Navires	Total Number — Nombre total	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to United States Ports — De ports canadiens à ports canadiens Etats-Unis		From United States to United States Ports — De ports des Etats-Unis à ports des Etats-Unis		From United States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnage		Total Tons — Tonnage total
		Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	
Sault Ste. Marie Canal—Canal du Sault Ste. Marie.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	2,807	1,562,363	971,486	20,831	93,774	12,482	-	71,390	9,638	1,667,066	1,074,898	2,741,964
Canadian Vessels, Sail—Navires canadiens, à voiles	333	40,220	34,269	-	-	-	-	643	-	40,863	34,269	75,132
Total Canadian—Total, batellerie canadienne	3,140	1,602,583	1,005,755	20,831	93,774	12,482	-	72,033	9,638	1,707,929	1,109,167	2,817,096
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	890	8,881	1,572	42,101	106,947	2,350,198	1,092,373	50,356	7,680	2,451,536	1,208,572	3,660,108
United States Vessesl, Sail—Navires des Etats-Unis, à voiles	39	1,918	1,013	-	207	3,901	2,284	2,203	-	8,022	3,504	11,526
Total United States—Total, batellerie des Etats-Unis	929	10,799	2,585	42,101	107,154	2,354,099	1,094,657	52,559	7,680	2,459,558	1,212,076	3,671,634
Grand total, Sault Ste. Marie Canal—Grand total, canal du Sault Ste-Marie	4,069	1,613,382	1,008,340	62,932	200,928	2,366,581	1,094,657	124,592	17,318	4,167,487	2,321,243	6,488,730
Welland Canal—Canal Welland.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	2,038	373,084	414,112	458,670	923	25,788	-	3,564	444,051	861,106	859,086	1,720,192
Canadian Vessels, Sail—Navires canadiens, à voiles	306	61,502	75,494	27,724	-	1,642	-	2,365	35,500	93,233	110,994	204,227
Total Canadian—Total, batellerie canadienne	2,344	434,586	489,606	486,394	923	27,430	-	5,929	479,551	954,339	970,080	1,924,419
United States Vessels, Steam, —Navires des Etats-Unis à vapeur	853	30,778	33,951	85,704	-	39,953	36,892	2,071	455,039	158,506	525,882	684,388
United States Vessels, Sail—Navires des Etats-Unis, à voiles	16	-	-	2,147	-	567	1,372	-	3,121	2,714	4,493	7,207
Total United States—Total, batellerie des Etats-Unis	869	30,778	33,951	87,851	-	40,520	38,264	2,071	458,160	161,220	530,375	691,595
Grand Total Welland Canal—Grand total, canal Welland	3,213	465,364	523,557	574,245	923	67,950	38,264	8,000	937,711	1,115,559	1,500,455	2,616,014

St. Lawrence Canals—Canaux du St-Laurent.												
Canadian Vessels, Steam—Navires canadiens, à vapeur......	3,910	653,702	735,821	538,841	590	5,373	715	1,766	516,568	1,199,682	1,253,694	2,453,376
Canadian Vessels, Sail—Navires canadiens, à voiles..........	1,972	227,536	227,874	98,599	244	-	878	147	99,119	326,282	328,115	654,397
Total Canadian—Total, batellerie canadienne........	5,882	881,238	963,695	637,440	831	5,373	1,593	1,913	615,687	1,525,964	1,581,809	3,107,773
United States Vessels, Steam—Navires des Etats-Unis, à vapeur..	878	8,529	12,879	201,835	62	2,354	19,108	755	500,955	213,473	533,004	746,477
United States Vessels, Sail—Navires des Etats-Unis, à voiles	188	5,037	3,010	283	8,664	700	-	5,001	-	11,021	11,674	22,695
Total United States—Total, batellerie des Etats-Unis	1,066	13,566	15,889	202,118	8,726	3,054	19,108	5,756	500,955	224,494	544,678	769,172
Grand Totals, St. Lawrence Canals—Grand total, canaux du St-Laurent..........................	6,948	894,804	979,584	839,558	9,560	8,422	20,701	7,669	1,116,642	1,750,458	2,126,487	3,876,945
Chambly Canal—Canal Chambly.												
Canadian Vessels, Steam—Navires canadiens, à vapeur......	138	21,376	19,712	-	-	-	-	-	127	21,376	19,839	41,215
Canadian Vessels, Sail—Navires canadiens, à voiles..........	245	7,073	7,242	6,174	-	-	-	99	3,801	13,346	11,043	24,389
Total Canadian—Total, batellerie canadienne........	383	28,449	26,954	6,174	-	-	-	99	3,928	34,722	30,882	65,604
United States Vessels, Steam—Navires des Etats-Unis, à vapeur..	1	-	-	-	-	-	-	-	20	-	20	20
United States Vessels, Sail—Navires des Etats-Unis, à voiles	1,039	107	990	51,963	306	99	-	-	54,120	52,169	55,416	107,585
Total United States—Total, batellerie des Etats-Unis	1,040	107	990	51,963	306	99	-	-	54,140	52,169	55,436	107,605
Grand Total Chambly Canal—Grand total, canal Chambly..	1,423	28,556	27,944	58,137	306	99	-	99	58,068	86,891	86,318	173,209
St. Peter's Canal—Canal St-Pierre.												
Canadian Vessels, Steam—Navires canadiens, à vapeur......	291	15,003	12,979	-	-	-	-	-	-	15,003	12,979	27,982
Canadian Vessels, Sail—Navires canadiens, à voiles..........	864	24,809	25,621	-	-	-	-	-	-	24,809	25,621	50,430
Total Canadian—Total, batellerie canadienne........	1,155	39,812	38,600	-	-	-	-	-	-	39,812	38,600	78,412
United States Vessels, Steam—Navires des Etats-Unis, à vapeur..	16	1,038	368	-	50	-	-	50	-	1,088	418	1,506
United States Vessels, Sail—Navires des Etats-Unis, à voiles	1	16	-	-	-	-	-	-	-	16	-	16
Total United States—Total, batellerie des Etats-Unis	17	1,054	368	-	50	-	-	50	-	1,104	418	1,522
Grand Total St. Peter's Canal—Grand total, canal St-Pierre..	1,172	40,866	38,968	-	50	-	-	50	-	40,916	39,018	79,934

Table 2.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.

Tableau 2.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.

Canadian American Steam-Sail—Canadiens et américains—à vapeur et à voiles.

Vessels — Navires	Total Number — Nombre total	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to United States Ports — De ports canadiens à ports des Etats-Unis		From United States to United States Ports — De ports des Etats-Unis à ports des Etats-Unis		From United States to Canadian Ports — De ports des Etats-Unis à ports des canadiens		Tons — Tonnage		Total Tons — Tannage Total
		Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	—
Murray Canal—Canal Murray.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	436	42,990	42,065	96	270	10	-	434	329	43,530	42,664	86,194
Canadian Vessels, Sail—Navires canadiens, à voiles	150	37,529	28,887	-	-	-	-	-	-	37,529	28,887	66,416
Total Canadian—Total, batellerie canadienne	586	80,519	70,952	96	270	10	-	434	329	81,059	71,551	152,610
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	16	-	-	351	186	38	27	15	16	404	229	633
United States Vessels, Sail—Navires des Etats-Unis, à voiles	5	-	-	-	1,790	-	3	-	8	-	1,801	1,801
Total United States—Total, batellerie des Etats-Unis	21	-	-	351	1,976	38	30	15	24	404	2,030	2,434
Grand Total, Murray Canal—Grand total, canal Murray	607	80,519	70,952	447	2,246	48	30	449	353	81,463	73,581	155,044
Ottawa Canals—Canaux de l'Ottawa.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	510	49,854	52,324	-	112	-	-	112	-	49,966	52,436	102,402
Canadian Vessels, Sail—Navires canadiens, à voiles	1,132	87,871	94,057	-	1,085	-	-	674	-	88,545	95,142	183,687
Total Canadian—Total, batellerie canadienne	1,642	137,725	146,381	-	1,197	-	-	786	-	138,511	147,578	286,089
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	1	-	99	-	-	-	-	-	-	-	99	99
United States Vessels, Sail—Navires des Etats-Unis, à voiles	147	2,818	917	-	7,138	-	-	3,949	98	6,767	8,153	14,920
Total United States—Total, batellerie des Etats-Unis	148	2,818	1,016	-	7,138	-	-	3,949	98	6,767	8,252	15,019
Grand Total, Ottawa Canals—Grand total, canaux de l'Ottawa	1,790	140,543	147,397	-	8,335	-	-	4,735	98	145,278	155,830	301,108

Rideau Canal—Canal Rideau.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	1,502	38,585	40,208	253	-	-	-	-	780	38,838	40,988	79,826
Canadian Vessels, Sail—Navires canadiens, à voiles	331	21,232	21,518	-	-	-	-	-	-	21,232	21,518	42,750
Total Canadian—Total, batellerie canadienne	1,833	59,817	61,726	253	-	-	-	-	780	60,070	62,506	122,576
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	-	-	-	-	-	-	-	-	-	-	-	-
United States Vessels, Sail—Navires des Etats-Unis, à voiles	2	96	96	-	-	-	-	-	-	96	96	192
Total United States—Total, batellerie des Etats-Unis	2	96	96	-	-	-	-	-	-	96	96	192
Grand Total, Rideau Canal—Grant total, canal Rideau	1,835	59,913	61,822	253	-	-	-	-	780	60,166	62,602	122,768
Trent Canals—Canaux de Trent.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	3,011	63,060	60,130	-	-	-	-	-	-	63,060	60,130	123,190
Canadian Vessels, Sail—Navires canadiens, à voiles	583	16,604	16,101	-	-	-	-	-	-	16,604	16,101	32,705
Total Canadian—Total, batellerie canadienne	3,594	79,664	76,231	-	-	-	-	-	-	79,661	76,231	155,895
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	-	-	-	-	-	-	-	-	-	-	-	-
United States Vessels, Sail—Navires des Etats-Unis, à voiles	-	-	-	-	-	-	-	-	-	-	-	-
Total United States—Total, batellerie des Etats-Unis	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total, Trent Canals—Grand total, canaux de Trent	3,594	79,664	76,231	-	-	-	-	-	-	79,664	76,231	155,895
St. Andrews Canal—Canal St-André.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	92	8,480	7,524	-	-	-	-	-	-	8,480	7,524	16,004
Canadian Vessels, Sail—Navires canadiens, à voiles	31	5,668	3,827	-	-	-	-	-	-	5,668	3,827	9,495
Total Canadian—Total, batellerie canadienne	123	14,148	11,351	-	-	-	-	-	-	14,148	11,351	25,499
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	-	-	-	-	-	-	-	-	-	-	-	-
United States Vessels, Sail—Navires des Etats-Unis, à voiles	-	-	-	-	-	-	-	-	-	-	-	-
Total United States—Total, batellerie des Etats-Unis	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total, St. Andrew's Canal—Grand total, canal St-André	123	14,148	11,351	-	-	-	-	-	-	14,148	11,351	25,499

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*Sail includes all barges and vessels that are not self propelled. * «A voiles» embrasse toutes les péniches et autres embarcations qui ne circulent pas par leurs propres moyens.

Table 3.—Classified Tonnage of all Vessels passed

Tableau 3.—Classification du tonnage de toutes les

SAULT STE.

CANAL DU SAULT

CANADIAN VESSELS—BATELLERIE CANADIENNE

Class — Classe	Steam Vessels — Vapeurs	No. — Nomb.	Tonnage	Class — Classe	Sailing Vesels — Voiliers	No. — Nomb.	Tonnage
	ton. —				ton —		
1	5,000 (to–à) 5.704 ....tonnes	2	6,264	1	5,000 (to-à) ....tonnes	–	–
2	4,000 (to–à) 5,000........ "	5	22,450	2	4,000 (to–à) 5,000...... "	–	–
3	3,000 (to–à) 4,000........ "	7	24,400	3	3,000 (to–à) 4,000...... "	–	–
4	2,000 (to–à) 3,000........ "	11	26,700	4	2,000 (to–à) 3,000...... "	–	–
5	1,000 (to–à) 2,000........ "	27	37,400	5	1,000 (to–à) 2,000...... "	1	1,150
6	Under– Au-dessous de 1,000.................. "	118	11,465	6	Under—Au-dessous de 1,000................ "	39	4,850
	Total....................	170	128,679		Total..........	40	6,000

WELLAND

CANAL

Class — Classe	Steam Vessels — Vapeurs	No. — Nomb.	Tonnage	Class — Classe	Sailing Vesels — Voiliers	No. — Nomb.	Tonnage
	ton. —				ton. —		
1	250 (to–à) 1,669.........tonnes	89	85,819	1	250 (to–à) 1,375.......tonnes	33	22,250
2	200 (to–à) 249......... "	3	725	2	200 (to–à) 249....... "	1	250
3	150 (to–à) 199......... "	4	750	3	150 (to–à) 199....... "	6	1,170
4	100 (to–à) 149........... "	3	390	4	100 (to–à) 149....... "	1	110
5	50 (to–à) 99......... "	7	505	5	50 (to–à) 99....... "	5	310
6	Under—Au-dessous de 50.................... "	35	1,010	6	Under—Au-dessous de 50,.................. "	2	10
	Total.................	141	89,199		Total...............	48	24,100

ST. LAWRENCE

CANAUX DU

Class — Classe	Steam Vessels — Vapeurs	No. — Nomb.	Tonnage	Class — Classe	Sailing Vesels — Voiliers	No. — Nomb.	Tonnage
	ton. —				ton. —		
1	250 (to–à) 2,500..........tonnes	132	133,750	1	250 (to–à) 1,150.......tonnes	78	39,475
2	200 (to–à) 249.......... "	3	650	2	200 (to–à) 249. .... "	20	4,150
3	150 (to–à) 199.......... "	6	1,000	3	150 (to–à) 199....... "	47	7,700
4	100 (to–à) 149.......... "	8	925	4	100 (to–à) 149....... "	47	5,100
5	50 (to–à) 99.......... "	25	1,740	5	50 (to–à) 99....... "	19	1,380
6	Under—Au-dessous de 50...........................	26	690	6	Under—Au-dessous de 50............ ..... "	17	410
	Total....................	200	138,755		Total.................	228	58,215

TRENT, RIDEAU, OTTAWA,

CANAUX TRENT, RIDEAU

Class — Classe	Steam Vessels — Vapeurs	No. — Nomb.	Tonnage	Class — Classe	Sailing Vesels — Voiliers	No. — Nomb.	Tonnage
	Tons —				Tons —		
1	250 (to–à) 480...........tonnes	5	1,750	1	250 (to–à) 350.........tonnes	3	920
2	200 (to–à) 249........... "	–	–	2	200 (to–à) 249......... "	9	1,920
3	150 (to–à) 199........... "	3	490	3	150 (to–à) 199... ..... "	29	4,780
4	100 (to–à) 149........... "	6	680	4	100 (to–à) 149......... "	40	4,760
5	50 (to–à) 99........... "	20	1,295	5	50 (to–à) 99......... "	19	1,280
6	Under—Au-dessous de 50 .... "	161	1,555	6	Under—Au-dessous de 50.................. "	22	420
	Total....................	195	5,770		Total.................	122	14,080

NOTE—A vessel is counted only once for each canal.
NOTA—Une embarcation n'est comptée qu'une seule fois dans chaque canal.

through the following Canals, during 1919.

embarcations passées par les canaux suivants, en 1919.

MARIE CANAL.

STE-MARIE.

UNITED STATES VESSELS—BATELLERIE DES ETATS-UNIS.

Class — Classe	Steam Vessels — Vapeurs	No. — Nomb.	Tonnage	Class — Classe	Sailing Vessels — Voiliers	No. — Nomb.	Tonnage
	tons —				tons —		
1	5,000 (to-à) 6,498........ tonnes	57	313,698	1	5,000 (to-à) .... tonnes	–	–
2	4,000 (to-à) 5,000........ "	78	365,200	2	4,000 (to-à) 5,000...... "	–	–
3	3,000 (to-à) 4,000........ "	80	280,600	3	3,000 (to-à) 4,000...... "	–	–
4	2,000 (to-à) 3,000........ "	39	109,000	4	2,000 (to-à) 3,000...... "	–	–
5	1,000 (to-à) 2,000........ "	26	42,600	5	1,000 (to-à) 2,000...... "	–	–
6	Under—Au-dessous de 1,000.................. "	24	4,395	6	Under—Au-dessous de 1,000................ "	10	423
	Total	304	1,115,493		Total.................	10	423

CANAL.

WELLAND.

	tons —				tons —		
1	250 (to-à) 1,900.........tonnes	204	348,900	1	250 to 1,890...........tonnes	3	3,165
2	200 (to-à) 249.......... "	–	–	2	200 (to-à) 249........ "	–	–
3	150 (to-à) 199.......... "	13	2,480	3	150 (to-à) 199.......... "	–	–
4	100 (to-à) 149.......... "	4	520	4	100 (to-à) 149........ "	2	300
5	50 (to-à) 99.......... "	13	940	5	50 (to-à) 99........ "	–	–
6	Under—Au-dessous de 50..................	28	760	6	Under—Au-dessous de 50.................	8	200
	Total..................	262	353,600		Total.................	13	3,665

CANAL

ST-LAURENT

	tons —				tons —		
1	250 (to-à) 2,200..........tonnes	133	161,100	1	250 (to-à)1,100........tonnes	3	1,925
2	200 (to-à) 249.......... "	5	1,000	2	200 (to-à) 249 .... "	1	200
3	150 (to-à) 199.......... "	6	950	3	150 (to-à) 199........ "	–	–
4	100 (to-à) 149.......... "	18	1,825	4	100 (to-à) 149........ "	44	4,525
5	50 (to-à) 99.......... "	3	200	5	50 (to-à) 99........ "	8	720
6	Under—Au-dessous de 50.................... "	10	300	6	Under—Au-dessous de 50.................. "	2	50
	Total..................	175	165,375		Total.................	58	7,420

AND CHAMBLY CANALS

OTTAWA ET CHAMBLY

					tons —		
				1	250 (to-à) .... tonnes	–	–
				2	200 (to-à) 230......... "	5	1,056
				3	150 (to-à) 199......... "	7	1,100
				4	100 (to-à) 149......... "	75	8,710
				5	50 (to-à) 99. .... "	69	6,430
				6	Under—Au-dessous de 50.................. "	3	110
					Total.................	159	17,406

Table 4.—Comparative Statement of all the Canals for the years ended December 31, 1918 and 1919.

Tableau 4.—Etat comparatif pour l'ensemble des canaux, durant les années terminées le 31 décembre 1918 et 1919.

Commodities—Produits	1918	1919	Increase — Augmentation	Decrease — Diminution
CLASS NO. 1—1ÈRE CATÉGORIE	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Canadian vessels, steam—Vapeurs canadiens	6,401,007	7,392,345	991,338	-
Canadian vessels, sail—Voiliers canadiens	1,399,965	1,343,628	-	56,337
United States vessels, steam—Vapeurs des Etats-Unis	9,202,963	5,093,231	-	4,109,732
United States vessels, sail—Voiliers des Etats-Unis	413,237	165,942	-	247,295
Total Class No. 1—Total, 1ère catégorie	17,417,172	13,995,146	-	3,422,026
CLASS NO. 2—2E CATÉGORIE	No. — Nomb.	No. — Nomb.	No. — Nomb.	No. — Nomb.
Passengers—Passagers	212,151	291,800	79,649	-
CLASS NO. 3—3E CATÉGORIE	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Barley—Orge	145,620	467,397	321,777	-
Buckwheat—Sarrasin	4	7	3	-
Corn—Maïs	3,626	52,060	48,434	-
Oats—Avoine	231,240	291,032	59,792	-
Rye—Seigle	27,805	84,849	57,044	-
Flax—Lin	54,788	23,002	-	31,786
Peas—Pois	67	39	-	28
Wheat—Blé	1,330,740	1,861,299	530,559	-
Flour—Farine	319,733	363,198	43,465	-
Hay—Foin	32,682	18,624	-	14,058
Other mill products—Autres produits de meunerie	5,525	10,896	5,371	-
Fruit and vegetables—Fruits et légumes	3,578	4,497	919	-
Potatoes—Pommes de terre	4,209	4,602	393	-
Live stock—Animaux vivants	1,167	1,295	128	-
Poultry, game and fish—Volailles, gibier et poisson	3,224	1,437	-	1,787
Dressed meats—Viande abattue	8,854	1,971	-	6,883
Other packing house products—Autres produits des fabriques de conserves	327	1,974	1,647	-
Hides and leather—Peaux et cuir	41	248	207	-
Wool—Laine	1,293	703	-	590
All other animal products—Tous autres produits animaux	7,608	7,895	287	-
Total, Class No. 3—Total, 3e catégorie	2,182,131	3,197,025	1,014,894	-
CLASS NO. 4—4E CATÉGORIE	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Agricultural implements—Instruments aratoires	1,296	9,298	8,002	-
Cement, bricks and lime—Ciment, briques et chaux	4,869	9,936	5,067	-
Household goods and furniture—Meubles et articles de ménage	1,807	3,098	1,291	-
Iron, pig and bloom—Fer en gueuse et en saumon	7,991	30,598	22,607	-
Iron and steel, all other—Fer et acier, tous autres	61,606	70,473	8,867	-
Petroleum and other oils—Pétrole et autres huiles	251,105	256,980	5,875	-
Sugar—Sucre	16,904	22,780	5,876	-
Salt—Sel	26,315	17,421	-	8,894
Wines, liquors and beers—Vins, liqueurs et bière	1,884	5,880	3,996	-
Merchandise not enumerated—Marchandises non énumérées	426,693	402,742	-	23,951
Total, Class No. 4—Total, 4e catégorie	800,470	829,206	28,736	-
CLASS NO. 5—5E CATÉGORIE	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Pulpwood—Bois à pulpe	510,868	466,061	-	44,807
Sawed lumber—Bois de construction scié	376,315	353,896	-	22,419
Square lumber—Bois de construction équarri	1,731	9,890	8,159	-
Shingles—Bardeaux	3,408	1,808	-	1,600
Other woods—Autres bois	48,334	41,432	-	6,902
Total, Class No. 5—Total, 5e catégorie	940,656	873,087	-	67,569

Table 4.—Comparative Statement of all the Canals for the years ended December 31, 1918 and 1919—*Concluded.*

Tableau 4.—Etat comparatif pour l'ensemble des canaux, durant les années terminées le 31 décembre 1918 et 1919—fin.

Commodities—Produits	1918	1919	Increase — Augmentation	Decrease — Diminution
CLASS NO. 6—6e CATÉGORIE	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Hard coal—Houille anthracite	593,411	401,383	-	192,028
Soft coal—Houille bitumineuse	3,870,350	2,327,615	-	1,542,735
Coke	4,500	4,201	-	299
Copper ore—Minerai de cuivre	22,107	10,801	-	11,306
Iron ore—Minerai de fer	10,102,495	1,890,619	-	8,211,876
Other ore—Autres minerais	14,473	18,859	4,386	-
Sand, etc.—Sable, etc	353,026	442,470	89,444	-
Total, Class No. 6—Total, 6e catégorie	14,960,362	5,095,948	-	9,864,414
Grand total	18,883,619	9,995,266	-	8,888,353

Table 5 (No. 1).—General Statement Showing the Quantity of Freight Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1919.

Tableau 5 (N° 1).—Relevé général du volume de fret transporté sur le canal du Sault Ste-Marie pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendan	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	890	-	-	-	-	-	-	-	890	-	890	890	-
All other animals—Tous autres animaux	136	-	-	-	-	-	-	-	136	-	136	136	-
Barley—Orge	-	168,113	-	4,800	-	26,064	-	2,784	-	201,761	201,761	172,913	28,848
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, bricks, etc.—Ciment, briques,etc.	1,046	-	-	-	2,700	-	-	-	3,746	-	3,746	1,046	2,700
Coal, hard—Houille anthracite	-	-	-	-	-	-	5,700	-	5,700	-	5,700	-	5,700
Coal soft—Houille bitumineuse	900	-	-	-	52,900	-	221,873	-	275,673	-	275,673	350	275,323
Coke	-	-	-	-	-	-	4,200	-	4,200	-	4,200	-	4,200
Corn—Maïs	-	-	-	-	-	-	-	-	-	-	-	-	-
Dressed meats—Viande abattue	-	-	-	-	-	-	-	-	-	-	-	-	-
Flax—Lin	-	14,274	-	2,020	-	3,432	-	-	-	19,726	19,726	16,294	3,432
Flour—Farine	220	248,210	-	-	-	69,735	-	1,840	220	319,785	320,005	248,430	71,575
Fruits and vegetables—Fruits et légumes	1,030	1	-	-	1	-	-	-	1,031	1	1,032	1,031	1
Hay—Foin	91	-	-	-	-	-	-	-	91	-	91	91	-
Hides and leather—Peaux et cuir	146	11	-	-	-	-	-	-	146	11	157	157	-
Household goods—Meubles et articles de ménage	43	7	-	-	-	-	-	-	43	7	50	50	-
Iron, pig and bloom—Fer en gueuse et en saumon	8,772	899	-	-	-	-	-	-	8,772	899	9,671	9,671	-
Iron and steel, all other—Fer et acier, tous autres	29,688	103	12	-	7,619	77	-	-	37,319	180	37,499	21,053	16,446
Live stock—Animaux vivants	13	-	-	-	1	-	-	-	14	-	14	13	1
Merchandise—Marchandises	192,103	4,431	982	-	17,784	7,327	2,534	3	213,403	11,761	225,164	189,209	35,955
Oats—Avoine	-	169,887	-	18,662	-	2,884	-	1,707	-	193,140	193,140	190,256	2,884
Other mill products—Autres produits de meunerie	248	6,937	-	-	-	-	-	378	248	7,315	7,563	7,563	-
Other packing house products—Autres produits des fabricants de conserves	728	-	-	-	-	-	-	-	728	-	728	728	-
Other woods—Autres bois	48	-	-	-	-	-	-	-	48	-	48	48	-
Ore, all other—Minerais, tous autres	-	-	-	7,064	-	-	-	-	-	7,064	7,064	7,064	-
Ore, copper—Minerais de cuivre	-	-	-	-	-	10,801	-	-	-	10,801	10,801	-	10,801
Ore, iron—Minerais de fer	-	-	-	15,512	-	1,859,092	-	16,010	-	1,890,614	1,890,614	15,512	1,875,102
Peas—Pois	15	-	-	-	-	-	-	-	15	-	15	15	-
Petroleum—Pétrole	4,743	-	-	-	-	-	-	-	4,743	-	4,743	4,743	-

Poultry, game and fish—Volailles, gibier et poisson	45	45	-	-	-	-	-	-	45	45	90	90	-
Potatoes—Pommes de terre	-	6	-	-	-	-	-	-	-	6	6	6	-
Pulpwood—Bois à pulpe	700	20,448	-	-	-	-	21	-	721	20,448	21,169	21,148	21
Rye—Seigle	-	17,668	-	812	-	54,125	-	6,664	-	79,269	79,269	18,480	60,789
Sawed lumber—Bois de construction scié	491	-	-	-	-	6,094	-	-	491	6,094	6,505	491	6,094
Shingles—Bardeaux	-	-	-	-	-	1,236	-	-	-	1,236	1,236	-	1,236
Square timber—Bois équarri	-	-	-	-	-	-	-	-	-	-	-	-	-
Sugar—Sucre	7,484	-	-	-	-	-	-	-	7,484	-	7,484	7,484	-
Salt—Sel	11,241	-	60	-	2,850	-	-	-	14,151	-	14,151	11,301	2,850
Sand and stone—Sable et pierre	463	27,527	-	-	-	-	-	-	463	27,527	27,990	27,990	-
Wheat—Blé	-	629,879	-	1,950	-	127,139	-	-	-	758,968	758,968	631,829	127,139
Wines, liquors and beers—Vins, liqueurs et bières	159	60	-	-	-	-	-	-	159	60	219	219	-
Wool—Laine	-	10	-	-	-	677	-	-	-	687	687	10	677
Total freight—Total du fret	261,443	1,308,516	1,054	50,820	83,855	2,168,683	234,328	29,386	580,680	3,557,405	4,138,085	1,606,311	2,531,774

Table 5 (No. 2).—General Statement Showing the Quantity of Freight Transported on the Welland Canal during the Season of Navigation in 1919.

Tableau 5 (N° 2).—Relevé général du volume de fret transporté sur le canal Welland pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	7,845	-	-	-	-	-	-	-	7,845	-	7,845	7,845	-
All other animals—Tous autres animaux	-	-	-	-	-	-	-	-	-	-	-	-	-
Barley—Seigle	-	132,531	-	-	-	-	-	2,500	-	135,031	135,031	131,691	3,340
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, bricks, &c.,—Ciment, briques, etc.	-	-	-	-	-	-	-	-	-	-	-	-	-
Coal, hard—Houille anthracite	-	-	-	-	-	80	-	1,400	-	1,480	1,480	-	1,480
Coal, soft—Houille bitumineuse	-	-	-	-	-	3,021	-	981,745	-	984,766	984,766	-	984,766
Coke	-	-	-	-	-	-	-	-	-	-	-	-	-
Corn—Maïs	-	7,493	-	-	-	-	-	19,232	-	26,725	26,725	2,575	24,150
Dressed meats—Viande abattue	-	-	-	-	-	-	-	895	-	895	895	-	895
Flax—Lin	-	1,820	-	-	-	-	-	-	-	1,820	1,820	1,820	-
Flour—Farine	-	1,600	-	-	-	-	-	15,894	-	17,494	17,494	1,600	15,894
Fruits and vegetables—Fruits et légumes	-	-	-	-	-	-	-	-	-	-	-	-	-
Hay—Foin	-	-	-	-	-	-	-	-	-	-	-	-	-
Hides and leather—Peaux et cuir	-	-	-	-	-	-	-	-	-	-	-	-	-
Household goods—Meubles et articles de ménage	-	-	-	-	-	-	-	-	-	-	-	-	-
Iron, pig and bloom—Fer en gueuse et en saumon	9,276	-	-	-	-	-	-	-	9,276	-	9,276	9,276	-
Iron and steel, all other—Fer et acier, tous autres	19,715	723	-	-	-	-	-	-	19,715	723	20,438	20,438	-
Live stock—Animaux vivants	-	-	-	-	-	-	-	-	-	-	-	-	-
Merchandise—Marchandises	52,331	-	-	-	-	200	-	1,238	52,331	1,438	53,769	51,581	2,188
Oats—Avoine	-	46,748	-	-	-	-	-	-	-	46,748	46,748	46,748	-
Other mill products—Autres produits de meunerie	-	-	-	-	-	-	-	-	-	-	-	-	-
Other packing house products—Autres produits de fabricants de conserves	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Woods—Autres bois	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, all other—Minerais, tous autres	-	-	-	-	10,870	-	-	-	10,870	-	10,870	-	10,870
Ore, copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, iron—Minerais de fer	-	-	-	-	-	-	-	-	-	-	-	-	-
Peas—Pois	-	-	-	-	-	-	-	-	-	-	-	-	-
Petroleum—Pétrole	23,417	124,032	-	-	-	-	-	-	23,417	124,032	147,449	145,799	1,659

Poultry, game and fish—Volailles, gibier et poisson	-	-	-	-	-	-	-	-	-	-	-	-	-
Potatoes—Pommes de terre	-	-	-	-	-	-	-	-	-	-	-	-	-
*Pulpwood—Bois à pulpe	62,979	23,518	-	-	-	-	-	-	62,979	23,518	86,497	86,497	-
Rye—Seigle	-	3,208	-	-	-	-	-	-	-	3,208	3,208	3,208	-
Sawed lumber—Bois de construction, scié	-	-	-	-	-	1,265	-	3,920	-	5,185	5,185	-	5,185
Shingles—Bardeaux	-	-	-	-	-	-	-	-	-	-	-	-	-
Square timber—Bois équarri	-	-	-	-	-	-	-	-	-	-	-	-	-
Sugar and salt—Sucre et sel	-	-	-	-	-	-	-	-	-	-	-	-	-
**Sand and stone—Sable et pierre	-	61,830	-	-	2,000	-	-	-	2,000	61,830	63,830	61,830	2,000
Wheat—Blé	-	519,517	-	-	-	1,200	-	26,706	-	547,423	547,423	508,149	39,274
Wines, liquors and beers—Vins, liqueurs et bières	30	-	-	-	-	-	-	-	30	-	30	30	-
Wool—Laine	-	-	-	-	-	-	-	-	-	-	-	-	-
Total freight—Total du fret	175,593	923,020	-	-	12,870	5,766	-	1,053,530	188,463	1,982,316	2,170,779	1,079,087	1,091,692

*Includes 60,267 tons way freight. **Includes 61,830 tons way freight.

*Y compris 60,267 tonnes de fret transbordé. **Y compris 61,830 tonnes de fret transbordé.

*Table 5 (No. 3).—General Statement Showing the Quantity of Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919—Concluded.

Tableau 5 (N° 3).—Relevé général du volume de fret transporté sur les canaux du St-Laurent durant la saison de navigation 1919—fin.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	106	20	–	–	–	–	–	–	106	20	126	126	–
All other animals—Tous autres animaux	803	2,705	–	–	–	–	–	–	803	2,705	3,508	3,508	–
Barley—Orge	1,255	129,313	–	–	–	–	–	–	1,255	129,313	130,568	125,511	5,057
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	
Cement, bricks, &c.—Ciment, briques, etc.	2,556	166	–	–	–	–	709	–	3,265	166	3,431	2,953	478
Coal, hard—Houille anthracite	1,130	300	300	–	–	–	1,471	289,006	2,901	289,306	292,207	1,430	290,777
Coal, soft—Houille bitumineuse	15,920	75	–	–	150	–	1,370	1,005,842	17,440	1,005,917	1,023,357	9,849	1,013,508
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	15	24,084	–	–	–	–	–	1,120	15	25,204	25,219	1,696	23,523
Dressed meats—Viande abattue	47	6	–	–	–	–	–	895	47	901	948	53	895
Flax—Lin	–	1,456	–	–	–	–	–	–	–	1,456	1,456	1,456	–
Flour—Farine	970	5,138	–	–	–	–	–	15,894	970	21,032	22,002	6,108	15,894
Fruits and vegetables—Fruits et légumes	298	340	–	–	–	–	–	–	298	340	638	638	–
Hay—Foin	5,023	1,551	–	–	–	–	–	–	5,023	1,551	6,574	6,574	–
Hides and leather—Peaux et cuir	2	41	–	–	–	–	–	–	2	41	43	43	–
Household goods—Meubles et articles de ménage	782	1,494	–	–	–	–	–	–	782	1,494	2,276	2,276	–
Iron, pig and bloom—Fer en gueuse et en saumon	2,512	8,700	–	–	–	–	–	–	2,512	8,700	11,212	11,212	–
Iron and steel, all other—Fer et acier, tous autres	6,428	2,769	–	–	50	–	–	–	6,478	2,769	9,247	9,197	50
Live stock—Animaux vivants	24	375	–	–	–	–	–	–	24	375	399	399	–
Merchandise—Marchandises	42,103	41,931	–	479	–	–	843	1,238	42,946	43,648	86,594	84,221	2,373
Oats—Avoine	985	47,978	–	–	–	–	–	–	985	47,978	48,963	48,963	–
Other mill products—Autres produits de meunerie	382	1,212	–	–	–	–	–	–	382	1,212	1,594	1,594	–
Other packing house products—Autres produits des fabricants de conserves	238	76	–	–	–	–	–	–	238	76	314	314	–
Other woods—Autres bois	3,043	751	–	–	–	–	–	–	3,043	751	3,794	3,794	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	5	–	–	–	–	–	–	–	5	5	5	–
Petroleum—Pétrole	49,854	51,211	–	–	–	–	–	1,650	49,854	52,861	102,715	102,715	–

Poultry, game and fish—Volailles, gibier et poisson..	2	25	–	–	–	–	–	–	2	25	27	27	–
Potatoes—Pommes de terre	79	257	–	–	–	–	–	–	79	257	336	336	–
Pulpwood—Bois de pulpe	27,834	–	289,101	–	–	–	–	–	316,935	–	316,935	316,935	–
Rye—Seigle	–	2,333	–	–	–	–	–	–	–	2,333	2,333	2,333	–
Sawed lumber—Bois de construction, scié	15,539	87,241	–	23,259	–	–	–	2,539	15,539	113,039	128,578	126,039	2,539
Shingles—Bardeaux	–	90	–	–	–	–	–	–	–	90	90	90	–
Square timber—Bois équarri	29	4	267	–	–	–	–	–	296	4	300	300	–
Sugar—Sucre	12,605	89	–	–	–	–	–	–	12,605	89	12,694	12,694	–
Salt—Sel	982	137	–	–	–	–	–	–	982	137	1,119	1,119	–
Sand and stone—Sable et pierre	12,324	82,589	–	–	–	–	1,035	700	13,359	83,289	96,648	93,591	3,057
Wheat—Blé	7,508	518,661	–	–	–	–	–	26,706	7,508	545,367	552,875	517,729	35,146
Wines, liquors and beers—Vins, liqueurs et bières	1,919	570	–	–	–	–	–	–	1,919	570	2,489	2,489	–
Wool—Laine	–	5	–	–	–	–	–	–	–	5	5	5	–
Total freight—Total du fret	213,297	1,013,698	289,668	23,738	200	–	5,428	1,345,590	508,593	2,383,026	2,891,619	1,498,322	1,393,297

*Total of No. 4 and 5 Table 5.
*Totalisation des tableau 5 (N° 4) et 5 (N° 5).

Table 5 (No. 4).—General Statement Showing the Quantity of Through Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919.

Tableau 5 (N° 4).—Relevé général du volume de fret (transport direct) ayant emprunté les canaux du St-Laurent pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison.	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural Implements—Instruments aratoires	-	-	-	-	-	-	-	-	1	-	-	-	-
All other animals—Tous autres animaux	55	90	-	-	-	-	-	-	55	90	145	145	-
Barley—Orge	-	128,366	-	-	-	-	-	-	-	128,366	128,366	123,309	5,057
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, Bricks, etc.—Ciment, briques, etc.	7	4	-	-	-	-	-	-	7	4	11	11	-
Coal, Hard—Houille anthracite	-	-	-	-	-	-	-	279,811	-	279,811	279,811	-	279,811
Coal, Soft—Houille bitumineuse	-	-	-	-	-	-	-	993,321	-	993,321	993,321	-	993,321
Coke	-	-	-	-	-	-	-	-	-	-	-	-	-
Corn—Maïs	-	5,790	-	-	-	-	-	1,120	-	6,910	6,910	1,679	5,231
Dressed Meats—Viande abattue	5	-	-	-	-	-	-	895	5	895	900	5	895
Flax—Lin	-	1,456	-	-	-	-	-	-	-	1,456	1,456	1,456	-
Flour—Farine	-	1,964	-	-	-	-	-	15,894	-	17,858	17,858	1,964	15,894
Fruits and Vegetables—Fruits et légumes	28	25	-	-	-	-	-	-	28	25	53	53	-
Hay—Foin	-	275	-	-	-	-	-	-	-	275	275	275	-
Hides and Leather—Peaux et cuir	-	-	-	-	-	-	-	-	-	-	-	-	-
Household Goods—Meubles et articles de ménage	491	1,296	-	-	-	-	-	-	491	1,296	1,787	1,787	-
Iron, Pig and Bloom—Fer en gueuse et en saumon	1,549	200	-	-	-	-	-	-	1,549	200	1,749	1,749	-
Iron and Steel, all other—Fer et acier, tous autres	3,300	413	-	-	-	-	-	-	3,300	413	3,713	3,713	-
Live Stock—Animaux vivants	-	-	-	-	-	-	-	-	-	-	-	-	-
Merchandise—Marchandises	35,880	36,851	-	-	-	-	-	1,238	35,880	38,089	73,969	72,731	1,238
Oats—Avoine	-	47,625	-	-	-	-	-	-	-	47,625	47,625	47,625	-
Other Mill Products—Autres produits de meunerie	10	-	-	-	-	-	-	-	10	-	10	10	-
Other Packing House Products—Autres produits des fabricants de conserves	-	1	-	-	-	-	-	-	-	1	1	1	-
Other Woods—Autres bois	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, all other—Minerais, tous autres	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, Copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, Iron—Minerais de fer	-	-	-	-	-	-	-	-	-	-	-	-	-
Peas—Pois	-	-	-	-	-	-	-	-	-	-	-	-	-
Petroleum—Pétrole	33,474	50,912	-	-	-	-	-	1,650	33,471	52,562	86,036	86,036	-

Poultry, Game and Fish—Volailles, gibier et poisson	–	–	–	–	–	–	–	–	–	–	–	–	–
Potatoes—Pommes de terre	29	30	–	–	–	–	–	–	29	30	59	59	–
Pulpwood—Bois à pulpe	25,290	–	261,019	–	–	–	–	–	286,339	–	286,339	286,339	–
Rye—Seigle	–	2,323	–	–	–	–	–	–	–	2,323	2,323	2,323	–
Sawed lumber—Bois de construction scié	–	1,381	–	–	–	–	–	2,539	–	3,920	3,920	1,381	2,539
Shingles—Bardeaux	–	–	–	–	–	–	–	–	–	–	–	–	–
Square Timber—Bois équarri	–	–	–	–	–	–	–	–	–	–	–	–	–
Sugar—Sucre	11,209	20	–	–	–	–	–	–	11,209	20	11,229	11,229	–
Salt—Sel	51	53	–	–	–	–	–	–	51	53	104	104	–
Sand and stone—Sable et pierre	–	–	–	–	–	–	–	–	–	–	–	–	–
Wheat—Blé	2	513,990			–	–	–	26,706	2	540,696	540,698	505,552	35,146
Wines, liquors and beers—Vins, liqueurs et bières	395	225	–	–	–				395	225	620	620	–
Wool—Laine	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Freight—Total du fret	111,775	793,290	261,049	–	–	–	–	1,323,174	372,824	2,116,464	2,489,288	1,150,156	1,339,132

Table 5 (No. 5).—General Statement Showing the Quantity of Way Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919.

Tableau 5 (N° 5).—Relevé général du volume de fret (transbordé) ayant circulé sur les canaux du St-Laurent pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	106	20	-	-	-	-	-	-	106	20	126	126	-
All other animals—Tous autres animaux	748	2,615	-	-	-	-	-	-	748	2,615	3,363	3,363	-
Barley—Orge	1,255	947	-	-	-	-	-	-	1,255	917	2,202	2,202	-
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, bricks, etc.—Ciment, briques, etc.	2,549	162	-	-	-	-	709	-	3,258	162	3,420	2,912	478
Coal, hard—Houille anthracite	1,130	300	300	-	-	-	1,471	9,195	2,901	9,495	12,396	1,430	10,966
Coal, soft—Houille bitumineuse	15,920	75	-	-	150	-	1,370	12,521	17,440	12,596	30,036	9,849	20,187
Coke	-	-	-	-	-	-	-	-	-	-	-	-	-
Corn—Maïs	15	18,294	-	-	-	-	-	-	15	18,294	18,309	17	18,292
Dressed meats—Viande abattue	42	6	-	-	-	-	-	-	42	6	48	48	-
Flax—Lin	-	-	-	-	-	-	-	-	-	-	-	-	-
Flour—Farine	970	3,174	-	-	-	-	-	-	970	3,174	4,144	4,144	-
Fruits and vegetables—Fruits et légumes	270	315	-	-	-	-	-	-	270	315	585	585	-
Hay—Foin	5,023	1,276	-	-	-	-	-	-	5,023	1,276	6,299	6,299	-
Hides and leather—Peaux et cuir	2	41	-	-	-	-	-	-	2	41	43	43	-
Household goods—Meubles et articles de ménage	291	198	-	-	-	-	-	-	291	198	489	489	-
Iron, pig and bloom—Fer en gueuse et en saumon	963	8,500	-	-	-	-	-	-	963	8,500	9,463	9,463	-
Iron and steel, all other—Fer et acier, tous autres	3,128	2,356	-	-	50	-	-	-	3,178	2,356	55,34	5,484	50
Live stock—Animaux vivants	24	375	-	-	-	-	-	-	24	375	399	399	-
Merchandise—Marchandises	6,223	5,080	-	479	-	-	843	-	7,066	5,559	12,625	11,490	1,135
Oats—Avoine	985	353	-	-	-	-	-	-	985	353	1,338	1,338	-
Other mill products—Autres produits de meunerie	372	1,212	-	-	-	-	-	-	372	1,212	1,584	1,584	-
Other packing house products—Autres produits des fabricants de conserves	238	75	-	-	-	-	-	-	238	75	313	313	-
Other woods—Autres bois	3,043	751	-	-	-	-	-	-	3,043	751	3,794	3,794	-
Ore, all other—Minerais, tous autres	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, iron—Minerais de fer	-	-	-	-	-	-	-	-	-	-	-	-	-
Peas—Pois	-	5	-	-	-	-	-	-	-	5	5	5	-
Petroleum—Pétrole	16,380	299	-	-	-	-	-	-	16,380	299	16,679	16,679	-

Poultry, game and fish—Volailles, gibier et poisson	2	25	-	-	-	-	-	-	2	25	27	27	-
Potatoes—Pommes de terre	50	227	-	-	-	-	-	-	50	227	277	277	-
Pulpwood—Bois à pulpe	2,544	-	28,052	-	-	-	-	-	30,596	-	30,596	30,596	-
Rye—Seigle	-	10	-	-	-	-	-	-	-	10	10	10	-
Sawed lumber—Bois de construction scié	15,539	85,860	-	23,259	-	-	-	-	15,539	109,119	124,568	124,658	-
Shingles—Bardeaux	-	90	-	-	-	-	-	-	-	90	90	90	-
Square timber—Bois équarri	29	4	267	-	-	-	-	-	296	4	300	300	-
Sugar—Sucre	1,396	69	-	-	-	-	-	-	1,396	69	1,465	1,465	-
Salt—Sel	931	84	-	-	-	-	-	-	931	84	1,015	1,015	-
Sand and stone—Sable et pierre	12,324	82,589	-	-	-	-	10,35	700	13,359	83,289	96,648	93,591	3,057
Wheat—Blé	7,506	4,671	-	-	-	-	-	-	7,506	4,671	12,177	12,177	-
Wines, liquors and beers—Vins, liqueurs et bières	1,524	345	-	-	-	-	-	-	1,524	345	1,869	1,869	-
Wool—Laine	-	5	-	-	-	-	-	-	-	5	5	5	-
Total Freight—Total du fret	101,522	220,408	28,619	23,738	200	-	5,428	22,416	135,769	266,562	402,331	348,166	54,165

Table 5 (No. 6).—General Statement Showing the Quantity of Freight Transported on the Chambly Canal during the Season of Navigation in 1919.

Tableau 5 (N° 6.)—Relevé général du volume de fret transporté sur le canal Chambly pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	142	-	-	-	-	-	-	-	142	-	142	142	-
All other animals—Tous autres animaux	-	-	-	-	-	-	-	-	-	-	-	-	-
Barley—Orge	3	-	-	-	-	-	-	-	3	-	3	3	-
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, bricks, etc.—Ciment, briques, etc.	427	-	-	-	-	-	-	-	427	-	427	427	-
Coal, hard—Houille anthracite	15	-	-	-	-	-	-	95,626	15	95,626	95,641	-	95,641
Coal, soft—Houille bitumineuse	-	-	-	-	-	-	-	-	-	-	-	-	-
Coke	-	-	-	-	-	-	-	-	-	-	-	-	-
Corn—Maïs	83	-	-	-	-	-	-	-	83	-	83	83	-
Dressed meats—Viande abattue	-	-	-	-	-	-	-	-	-	-	-	-	-
Flax—Lin	-	-	-	-	-	-	-	-	-	-	-	-	-
Flour—Farine	666	30	-	-	-	-	-	-	666	30	696	696	-
Fruits and vegetables—Fruits et légumes	49	1,427	-	-	-	-	-	-	49	1,427	1,476	1,476	-
Hay—Foin	467	7,142	1,823	-	-	-	-	-	2,290	7,142	9,432	9,432	-
Hides and leather—Peaux et cuir	-	-	-	-	-	-	-	-	-	-	-	-	-
Household goods—Meubles et articles de ménage	9	3	-	-	-	-	-	-	9	3	12	12	-
Iron, pig and bloom—Fer en gueuse et en saumon	-	-	-	-	-	-	-	-	-	-	-	-	-
Iron and steel, all other—Fer et acier, tous autres	185	6	-	-	-	-	-	-	185	6	191	191	-
Live stock—Animaux vivants	-	254	-	-	-	-	-	-	-	254	254	254	-
Merchandise—Marchandises	358	460	479	-	-	-	-	3,564	837	4,024	4,861	1,297	3,564
Oats—Avoine	-	468	-	-	-	-	-	-	-	468	468	468	-
Other mill products—Autres produits de meunerie	310	188	-	-	-	-	-	-	310	188	498	498	-
Other packing house products—Autres produits des fabricants de conserves	1	1	-	-	-	-	-	-	1	1	2	2	-
Other woods—Autres bois	34	533	12,535	-	-	-	-	-	12,569	533	13,102	13,102	-
Ore, all other—Minerais, tous autres	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, iron—Minerais de fer	-	-	-	-	-	-	-	-	-	-	-	-	-
Peas—Pois	-	6	-	-	-	-	-	-	-	6	6	6	-
Petroleum—Pétrole	95	-	-	-	-	-	-	-	95	-	95	95	-

Poultry, game and fish—Volailles, gibier et poisson	–	26	–	–	–	–	–	–	–	26	26	26	–
Potatoes—Pommes de terre	15	20	–	–	–	–	–	–	15	20	35	35	–
Pulpwood—Bois à pulpe	960	–	26,447	–	–	–	–	–	27,407	–	27,407	27,407	–
Rye—Seigle	–	–	–	–	–	–	–	–	–	–	–	–	–
Sawed lumber—Bois de construction scié	530	7	81,607	–	–	–	–	–	82,137	7	82,144	82,144	–
Shingles—Bardeaux	115	7	–	–	–	–	–	–	115	7	122	122	–
Square timber—Bois équarri	–	–	267	–	–	–	–	–	267	–	267	267	–
Sugar—Sucre	89	1	–	–	–	–	–	–	89	1	90	90	–
Salt—Sel	132	–	–	–	–	–	–	–	132	–	132	132	–
Sand and stone—Sable et pierre	–	–	–	–	–	–	–	5,336	–	5,336	5,336	–	5,336
Wheat—Blé	3	–	–	–	–	–	–	–	3	–	3	3	–
Wines, liquors and beers—Vins, liqueurs et bières	10	–	–	–	–	–	–	–	10	–	10	10	–
Wool—Laine	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Freight—Total du fret	4,698	10,579	123,158	–	–	–	–	104,526	127,856	115,105	242,961	138,420	104,541

Table 5 (No. 7).—General Statement Showing the Quantity of Freight Transported on the St. Peter's Canals during the Season of Navigation in 1919.

Tableau 5 (N° 7).—Relevé général du volume de fret transporté sur le canal St-Pierre pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural Implements—Instruments aratoires	3	-	-	-	-	-	-	-	3	-	3	3	-
All other animals—Tous autres animaux	57	10	-	-	-	-	-	-	57	10	67	67	-
Barley—Orge	2	-	-	-	-	-	-	-	2	-	2	2	-
Buckwheat—Sarrasin	2	-	-	-	-	-	-	-	2	-	2	2	-
Cement, bricks, &c.—Ciment, briques, etc.	74	108	-	-	-	-	-	-	74	108	182	182	-
Coal, hard—Houille anthracite	424	3	-	-	-	-	-	-	424	3	427	427	-
" Soft—Houille bitumineuse	2	40,730	-	-	-	-	-	-	2	40,730	40,732	40,732	-
Coke	1	-	-	-	-	-	-	-	1	-	1	1	-
Corn—Maïs	12	-	-	-	-	-	-	-	12	-	12	12	-
Dressed meats—Viande abattue	16	-	-	-	-	-	-	-	16	-	16	16	-
Flax—Lin	-	-	-	-	-	-	-	-	-	-	-	-	-
Flour—Farine	2,253	69	-	-	-	-	-	-	2,253	69	2,322	2,322	-
Fruits and vegetables—Fruits et légumes	872	38	-	-	-	-	-	-	872	38	910	910	-
Hay—Foin	941	3	-	-	-	-	-	-	941	3	944	944	-
Hides and leather—Peaux et cuir	1	-	-	-	-	-	-	-	1	-	1	1	-
Household goods—Meubles et articles de ménage	206	7	-	-	-	-	-	-	206	7	213	213	-
Iron, pig and bloom—Fer en gueuse et en saumon	15	1	-	-	-	-	-	-	15	1	16	16	
Iron and steel, all other—Fer et acier, tous autres	71	76	-	-	-	-	-	-	71	76	147	147	-
Live stock—Animaux vivants	26	2	-	-	-	-	-	-	26	2	28	28	-
Merchandise—Marchandises	3,165	1,823	-	-	-	-	-	-	3,165	1,823	4,988	4,988	-
Oats—Avoine	1,461	60	-	-	-	-	-	-	1,461	60	1,521	1,521	-
Other mill products—Autres produits de meunerie	308	95	-	-	-	-	-	-	308	95	403	403	-
Other packing house products—Autres produits des fabricants de conserves	296	15	-	-	-	-	-	-	296	15	311	311	-
Other woods—Autres bois	205	271	-	-	-	-	-	-	205	271	476	476	-
Ore, all other—Minerais, tous autres	40	885	-	-	-	-	-	-	40	885	925	925	-
Ore, copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, iron—Minerais de fer	5	-	-	-	-	-	-	-	5	-	5	5	-
Peas—Pois	-	1	-	-	-	-	-	-	-	1	1	1	-
Petroleum—Pétrole	655	102	-	-	-	-	-	-	655	102	757	757	-

Poultry, game and fish—Volailles, gibier et poisson	39	1,224	-	-	-	-	-	-	39	1,224	1,263	1,263	-
Potatoes—Pommes de terre	3,876	-	-	-	-	-	-	-	3,876	-	3,876	3,876	-
Pulpwood—Bois à pulpe	-	-	-	-	-	-	-	-	-	-	-	-	-
Rye—Seigle	-	-	-	-	-	-	-	-	-	-	-	-	-
Sawed lumber—Bois de construction scié	614	318	-	-	-	-	-	-	614	318	932	932	-
Shingles—Bardeaux	137	1	-	-	-	-	-	-	137	1	138	138	-
Square timber—Bois équarri	10	-	-	-	-	-	-	-	10	-	10	10	-
Sugar—Sucre	96	32	-	-	-	-	-	-	96	32	128	128	-
Salt—Sel	762	58	-	-	-	-	-	-	762	58	820	820	
Sand and stone—Sable et pierre	-	2,286	-	-	-	-	-	-	-	2,286	2,286	2,286	-
Wheat—Blé	-	-	-	-	-	-	-	-	-	-	-	-	-
Wines, liquors and beers—Vins, liqueurs et bières	14	-	-	-	-	-	-	-	14	-	14	14	-
Wool—Laine	-	-	-	-	-	-	-	-	-	-	-	-	-
Total freight—Total du fret	16,661	48,218	-	-	-	-	-	-	16,661	48,218	64,879	64,879	-

Table 5 (No. 8).—General Statement Showing the Quantity of Freight Transported on the Murray Canal during the Season of Navigation in 1919.

Tableau 5 (N° 8).—Relevé général du volume de fret transporté sur le canal Murray pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural Implements—Instruments aratoires	-	-	-	-	-	-	-	-	-	-	-	-	-
All other animals—Tous autres animaux	-	-	-	-	-	-	-	-	-	-	-	-	-
Barley—Orge	-	-	-	-	-	-	-	-	-	-	-	-	-
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, bricks, &c.—Ciment, briques, etc.	-	-	-	-	-	-	-	-	-	-	-	-	-
Coal, hard—Houille anthracite	-	-	-	-	-	-	668	-	668	-	668	-	668
Coal, soft—Houille bitumineuse	35	-	-	-	-	-	-	-	35	-	35	-	35
Coke—Coke	-	-	-	-	-	-	-	-	-	-	-	-	-
Corn—Maïs	-	-	-	-	-	-	-	-	-	-	-	-	-
Dressed meats—Viande abattue	-	-	-	-	-	-	-	-	-	-	-	-	-
Flax—Lin	-	-	-	-	-	-	-	-	-	-	-	-	-
Flour—Farine	-	-	-	-	-	-	-	-	-	-	-	-	-
Fruits and vegetables—Fruits et légumes	-	-	-	-	-	-	-	-	-	-	-	-	-
Hay—Foin	-	-	-	-	-	-	-	-	-	-	-	-	-
Hides and leather—Peaux et cuir	-	-	-	-	-	-	-	-	-	-	-	-	-
Household goods—Meubles et articles de ménage	-	-	-	-	-	-	-	-	-	-	-	-	-
Iron, pig and bloom—Fer en gueuse et en saumon	-	15	-	-	-	-	-	-	-	15	15	15	-
Iron and steel, all other—Fer et acier, tous autres	25	15	-	-	-	-	-	-	25	15	40	40	-
Live stock—Animaux vivants	-	-	-	-	-	-	-	-	-	-	-	-	-
Merchandise—Marchandises	5,359	2,539	-	-	-	-	-	-	5,359	2,539	7,898	7,898	-
Oats—Avoine	-	-	-	-	-	-	-	-	-	-	-	-	-
Other mill products—Autres produits de meunerie	-	-	-	-	-	-	-	-	-	-	-	-	-
Other packing house products—Autres produits des fabricants de conserves	-	-	-	-	-	-	-	-	-	-	-	-	-
Other woods—Autres bois	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, all other	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, iron—Minerais de fer	-	-	-	-	-	-	-	-	-	-	-	-	-
Peas—Pois	-	-	-	-	-	-	-	-	-	-	-	-	-
Petroleum—Pétrole	-	-	-	-	-	-	-	-	-	-	-	-	-

Poultry, game and fish—Volailles, gibier et poisson	-	-	-	-	-	-	-	-	-	-	-	-	-
Potatoes—Pommes de terre	-	-	-	-	-	-	-	-	-	-	-	-	-
Pulpwood—Bois à pulpe	-	-	-	-	-	-	-	-	-	-	-	-	-
Rye—Seigle	-	-	-	-	-	-	-	-	-	-	-	-	-
Sawed lumber—Bois de construction scié	-	-	-	-	-	-	-	-	-	-	-	-	-
Shingles—Bardeaux	-	-	-	-	-	-	-	-	-	-	-	-	-
Square Timber—Bois équarri	-	-	-	-	-	-	-	-	-	-	-	-	-
Sugar—Sucre	-	-	-	-	-	-	-	-	-	-	-	-	-
Salt—Sel	-	-	-	-	-	-	-	-	-	-	-	-	-
Sand and Stone—Sable et pierre	99,400	-	-	-	-	-	-	-	99,400	-	99,400	99,400	-
Wheat—Blé	-	-	-	-	-	-	-	-	-	-	-	-	-
Wines, liquors and beers—Vins, liqueurs et bières	129	65	-	-	-	-	-	-	129	65	191	194	-
Wool—Laine	-	-	-	-	-	-	-	-	-	-	-	-	-
Total freight—Total du fret	104,948	2,634	-	-	-	-	668	-	105,616	2,634	108,250	107,547	703

Table 5 (No. 9).—General Statement Showing the Quantity of Freight Transported on the Ottawa Canals during the Season of Navigation in 1919.

Tableau 5 (Nº 9.)—Relevé général du volume de fret transport sur les canaux de l'Ottawa pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	106	21	-	-	-	-	-	-	106	21	127	127	-
All other animals—Tous autres animaux	15	2,252	-	-	-	-	-	-	15	2,252	2,267	2,267	-
Barley—Orge	-	-	-	-	-	-	-	-	-	-	-	-	-
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, bricks, etc.—Ciment, briques, etc.	767	6	-	-	-	-	-	-	767	6	773	773	-
Coal, hard—Houille anthracite	2	-	-	-	-	-	1,038	-	1,040	-	1,040	2	1,038
Coal, soft—Houille bitumineuse	2,045	-	-	-	-	-	579	-	2,624	-	2,624	2,045	579
Coke	-	-	-	-	-	-	-	-	-	-	-	-	-
Corn—Maïs	17	-	-	-	-	-	-	-	17	-	17	17	-
Dressed meats—Viande abattue	41	10	-	-	-	-	-	-	41	10	51	51	-
Flax—Lin	-	-	-	-	-	-	-	-	-	-	-	-	-
Flour—Farine	488	15	-	-	-	-	-	-	488	15	503	503	-
Fruits and vegetables—Fruits et légumes	163	209	-	-	-	-	-	-	163	209	372	372	-
Hay—Foin	141	592	-	-	-	-	-	-	141	592	733	733	-
Hides and leather—Peaux et cuir	-	30	-	-	-	-	-	-	-	30	30	30	-
Household goods—Meubles et articles de ménage	178	165	-	-	-	-	-	-	178	165	343	343	-
Iron, pig and bloom—Fer en gueuse et en saumon	176	27	-	-	-	-	-	-	176	27	203	203	-
Iron and steel, all other—Fer et acier, tous autres	1,615	81	-	-	-	-	-	-	1,615	81	1,696	1,696	-
Live stock—Animaux vivants	16	311	-	-	-	-	-	-	16	311	327	327	-
Merchandise—Marchandises	4,958	4,257	-	-	-	-	1,643	-	6,601	4,257	10,858	9,215	1,643
Oats—Avoine	143	28	-	8	-	-	-	-	143	28	171	171	-
Other mill products—Autres produits de la meunerie	106	463	-	-	-	-	-	-	106	463	569	569	-
Other packing house products—Autres produits des fabricants de conserves	227	62	-	-	-	-	-	-	227	62	289	289	-
Other woods—Autres bois	-	1,271	-	-	-	-	-	-	-	1,271	1,271	1,271	-
Ore, all other—Minerais, tous autres	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, iron—Minerais de fer	-	-	-	-	-	-	-	-	-	-	-	-	-
Peas—Pois	-	8	-	-	-	-	-	-	-	8	8	8	-
Petroleum—Pétrole	420	305	-	-	-	-	-	-	420	305	725	725	-

Poultry, game and fish—Volailles, gibier et poisson	2	27	-	-	-	-	-	-	2	27	29	29	-
Potatoes—Pommes de terre	29	225	-	-	-	-	-	-	29	225	254	254	-
Pulpwood—Bois à pulpe	-	-	-	-	-	-	-	-	-	-	-	-	-
Rye—Seigle	-	-	-	-	-	-	-	-	-	-	-	-	-
Sawed lumber—Bois de construction scié	130	89,545	-	23,298	-	-	-	-	130	112,843	112,973	112,973	-
Shingles—Bardeaux	-	12	-	-	-	-	-	-	-	12	12	12	-
Square timber—Bois équarri	25	74	-	-	-	-	-	-	25	74	99	99	-
Sugar—Sucre	1,264	140	-	-	-	-	-	-	1,264	140	1,404	1,404	-
Salt—Sel	784	12	-	-	-	-	-	-	784	12	796	796	-
Sand and stone—Sable et pierre	-	76,220	-	-	-	-	-	-	-	76,220	76,220	76,220	-
Wheat—Blé	19	-	-	-	-	-	-	-	19	-	19	19	-
Wines, liquors and beers—Vins, liqueurs et bières	1,268	362	-	-	-	-	-	-	1,268	362	1,630	1,630	-
Wool—Laine	-	5	-	-	-	-	-	-	-	5	5	5	-
Total freight—Total du fret	15,145	176,735	-	23,298	-	-	3,260	-	18,405	200,033	218,438	215,178	3,260

Table 5 (No. 10).—General Statement Showing the Quantity of Freight Transported on the Rideau Canals during the Season of Navigation in 1919.

Tableau 5 (N° 10).—Relevé général du volume de fret transporté sur le canal Rideau pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	107	23	–	–	–	–	–	–	107	23	130	130	–
All other animals—Tous autres animaux	9	1,887	–	–	–	–	–	–	9	1,887	1,896	1,896	–
Barley—Orge	–	–	–	–	–	–	–	–	–	–	–	–	–
Buckwheat—Sarrasin	–	5	–	–	–	–	–	–	–	5	5	5	–
Cement, bricks, etc.—Ciment, briques, etc.	856	7	–	–	–	–	–	–	856	7	863	863	–
Coal, hard—Houille anthracite	134	6	–	–	–	–	–	4,035	134	1,041	4,175	7	4,168
Coal, soft—Houille bitumineuse	–	351	–	–	–	–	–	–	–	351	351	351	–
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	–	–	–	–	–	–	–	–	–	–	–	–	–
Dressed meats—Viande abattue	52	8	–	–	–	–	–	–	52	8	60	60	–
Flax—Lin	–	–	–	–	–	–	–	–	–	–	–	–	–
Flour—Farine	20	123	–	–	–	–	–	–	20	123	143	143	–
Fruits and vegetables—Fruits et légumes	10	47	–	–	–	–	–	–	–	47	57	57	–
Hay—Foin	771	45		–	–	–	–	–	771	45	816	816	–
Hides and leather—Peaux et cuir	–	17	–	–	–	–	–	–	–	17	17	17	–
Household goods—Meubles et articles de ménage	20	55	–	–	–	–	–	–	20	55	75	75	–
Iron, pig and bloom—Fer en gueuse et en saumon	201	2	–	–	–	–	–	–	201	2	203	203	–
Iron and steel, all other—Fer et acier, tous autres	1,173	39	–	–	–	–	–	–	1,173	39	1,212	1,212	–
Live stock—Animaux vivants	4	13	–	–	–	–	–	–	4	13	17	17	–
Merchandise—Marchandises	3,841	2,817	–	–	–	–	–	–	3,841	2,817	6,658	6,658	–
Oats—Avoine	–	21	–	–	–	–	–	–	–	21	21	21	–
Other mill products—Autres produits de meunerie	17	128	–	–	–	–	–	–	17	128	145	145	–
Other packing house products—Autres produits des fabricants de conserves	218	111			–	–	–	–	218	111	329	329	–
Other woods—Autres bois	3	83	–	–	–	–	–	–	3	83	86	86	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	3	–	–	–	–	–	–	–	3	3	3	–
Petroleum—Pétrole	147	281	–	–	–	–	–	–	147	281	428	428	–

Poultry, game and fish—Volailles, gibier et poisson	2	–	–	–	–	–	–	–	2	–	2	2	–
Potatoes—Pommes de terre	2	55	–	–	–	–	–	–	2	55	57	57	–
Pulpwood—Bois à pulpe	–	–	–	–	–	–	–	–	–	–	–	–	–
Rye—Seigle	–	–	–	–	–	–	–	–	–	–	–	–	–
Sawed lumber—Bois de construction scié	1,209	10,641	30	–	–	–	–	–	1,239	10,641	11,880	11,880	–
Shingles—Bardeaux	28	–	–	–	–	–	–	–	28	–	28	28	–
Square timber—Bois équarri	550	690	–	–	–	–	–	–	550	690	1,240	1,240	–
Sugar—Sucre	848	125	–	–	–	–	–	–	848	125	973	973	–
Salt—Sel	339	32	–	–	–	–	–	–	339	32	371	371	–
Sand and stone—Sable et pierre	55,307	14,714	–	–	–	–	–	–	55,307	14,714	70,021	70,021	–
Wheat—Blé	–	–	–	–	–	–	–	–	–	–	–	–	–
Wines, liquors and beers—Vins, liqueurs et bières	1,046	225	–	–	–	–	–	–	1,046	225	1,271	1,271	–
Wool—Laine	–	6	–	–	–	–	–	–	–	6	6	6	–
Total freight—Total du fret	66,914	32,560	30	–	–	–	–	4,035	66,914	36,595	103,539	99,371	4,168

Table 5 (No. 11).—General Statement Showing the Quantity of Freight Transported on the Trent Canal during the Season of Navigation in 1919.

Tableau 5 (N° 11).—Relevé général du volume de fret transporté sur le canal de Trent pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tonns — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	20	15	-	-	-	-	-	-	20	15	35	35	-
All other animals—Tous autres animaux	-	21	-	-	-	-	-	-	-	21	21	21	-
Barley—Orge	32	-	-	-	-	-	-	-	32	-	32	32	-
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, bricks, &c.—Ciment, briques, etc.	422	92	-	-	-		-	-	422	92	514	514	-
Coal, hard—Houille anthracite	45	-	-	-	-		-	-	45	-	45	45	-
Coal, soft—Houille bitumineuse	77	-	-	-	-		-	-	77	-	77	77	-
Coke	-	-	-	-	-		-	-	-	-	-	-	-
Corn—Maïs	4	-	-	-	-	-	-	-	4	-	4	4	-
Dressed meats—Viande abattue	1	-	-	-	-	-	-	-	1	-	1	1	-
Flax—Lin	-	-	-	-	-	-	-	-	-	-	-	-	-
Flour—Farine	30	3	-	-	-	-	-	-	30	3	33	33	-
Fruits and vegetables—Fruits et légumes	12	-	-	-	-	-	-	-	12	-	12	12	-
Hay—Foin	14	20	-	-	-	-	-	-	14	20	34	34	-
Hides and leather—Peaux et cuir	-	-	-	-	-	-	-	-	-	-	-	-	-
Household goods—Meubles et articles de ménage	110	17	-	-	-	-	-	-	110	17	127	127	-
Iron, pig and bloom—Fer en gueuse et en saumon	2	-	-	-	-	-	-	-	2	-	2	2	-
Iron and steel, all other—Fer et acier, tous autres	1	-	-	-	-	-	-	-	1	-	1	1	-
Live stock—Animaux vivants	144	21	-	-	-	-	-	-	144	21	165	165	-
Merchandise—Marchandises	1,296	428	-	-	-	-	-	-	1,296	428	1,724	1,724	-
Oats—Avoine	-	-	-	-	-	-	-	-	-	-	-	-	-
Other mill products—Autres produits de meunerie	110	14	-	-	-	-	-	-	110	14	124	124	-
Other packing housing products—Autres produits de fabricants de conserves	1	-	-	-	-	-	-	-	1	-	1	1	-
Other woods—Autres bois	8,251	11,715	-	-	-	-	-	-	8,251	11,715	19,966	19,966	-
Ore, all other—Minerais, tous autres	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, iron—Minerais de fer	-	-	-	-	-	-	-	-	-	-	-	-	-
Peas—Pois	1	-	-	-	-	-	-	-	1	-	1	1	-
Petroleum—Pétrole	58	4	-	-	8	-	-	-	58	4	62	62	-

Poultry, game and fish—Volailles, gibier et poisson	-	-	-	-	-	-	-	-	-	-	-	-	-
Potatoes—Pommes de terre	38	-	-	-	-	-	-	-	38	-	38	38	-
Pulpwood—Bois à pulpe	-	13,553	-	-	-	-	-	-	-	13,553	13,553	13,553	-
Rye—Seigle	39	-	-	-	-	-	-	-	39	-	39	39	-
Sawed lumber—Bois de construction scié	1,009	4,395	-	-	-	-	-	-	1,009	4,395	5,404	5,404	-
Shingles—Bardeaux	48	134	-	-	-	-	-	-	48	134	182	182	-
Square timber—Bois équarri	7,718	256	-	-	-	-	-	-	7,718	256	7,974	7,974	-
Sugar—Sucre	7	-	-	-	-	-	-	-	7	-	7	7	-
Salt—Sel	2	-	-	-	-	-	-	-	2	-	2	2	-
Sand and stone—Sable et pierre	739	-	-	-	-	-	-	-	739	-	739	739	-
Wheat—Blé	2,011	-	-	-	-	-	-	-	2,011	-	2,011	2,011	-
Wines, liquors and beers—Vins, liqueurs et bières	19	4	-	-	-	-	-	-	19	4	23	23	-
Wool—Laine	-	-	-	-	-	-	-	-	-	-	-	-	-
Total freight—Total du fret	22,261	30,692	-	-	-	-	-	-	22,261	30,692	52,953	52,953	

Table 5 (No. 12).—General Statement Showing the Quantity of Freight Transported on the St. Andrews Canal during the Season of Navigation in 1919.

Tableau 5 (N° 12).—Relevé général du volume de fret transporté sur le canal St-André pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	-	-	-	-	-	-	-	-	-	-	-	-	-
All other animals—Tous autres animaux	-	-	-	-	-	-	-	-	-	-	-	-	-
Barley—Orge	-	-	-	-	-	-	-	-	-	-	-	-	-
Buckwheat—Sarrasin	-	-	-	-	-	-	-	-	-	-	-	-	-
Cement, bricks, &c.—Ciment, briques, etc.	-	-	-	-	-	-	-	-	-	-	-	-	-
Coal, hard—Houille anthracite	-	-	-	-	-	-	-	-	-	-	-	-	-
Coal, soft—Houille bitumineuse	-	-	-	-	-	-	-	-	-	-	-	-	-
Coke	-	-	-	-	-	-	-	-	-	-	-	-	-
Corn—Maïs	-	-	-	-	-	-	-	-	-	-	-	-	-
Dressed meats—Viande abattue	-	-	-	-	-	-	-	-	-	-	-	-	-
Flax—Lin	-	-	-	-	-	-	-	-	-	-	-	-	-
Flour—Farine	-	-	-	-	-	-	-	-	-	-	-	-	-
Fruits and vegetables—Fruits et légumes	-	-	-	-	-	-	-	-	-	-	-	-	-
Hay—Foin	-	-	-	-	-	-	-	-	-	-	-	-	-
Hides and leather—Peaux et cuir	-	-	-	-	-	-	-	-	-	-	-	-	-
Household goods—Meubles et articles de ménage	-	2	-	-	-	-	-	-	-	2	2	2	-
Iron, pig and bloom—Fer en gueuse et en saumon	-	-	-	-	-	-	-	-	-	-	-	-	-
Iron and steel, all other—Fer et acier, tous autres	-	2	-	-	-	-	-	-	-	2	2	2	-
Live stock—Animaux vivants	3	88	-	-	-	-	-	-	3	88	91	91	-
Merchandise—Marchandises	20	208	-	-	-	-	-	-	20	208	228	228	-
Oats—Avoine	-	-	-	-	-	-	-	-	-	-	-	-	-
Other mill products—Autres produits de meunerie	-	-	-	-	-	-	-	-	-	-	-	-	-
Other packing house products—Autres produits des fabricants de conserves	-	-	-	-	-	-	-	-	-	-	-	-	-
Other woods—Autres bois	2,689	-	-	-	-	-	-	-	2,689	-	2,689	2,689	-
Ore, all other—Minerais, tous autres	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, copper—Minerais de cuivre	-	-	-	-	-	-	-	-	-	-	-	-	-
Ore, iron—Minerais de fer	-	-	-	-	-	-	-	-	-	-	-	-	-
Peas—Pois	-	-	-	-	-	-	-	-	-	-	-	-	-
Petroleum—Pétrole	-	6	-	-	-	-	-	-	-	6	6	6	-

Poultry, hame and fish—Volailles, gibier et poisson	-	-	-	-	-	-	-	-	-	-	-	-	-
Potatoes—Pommes de terre	-	-	-	-	-	-	-	-	-	-	-	-	-
Pulpwood—Bois à pulpe	500	-	-	-	-	-	-	-	500	-	500	500	-
Rye—Seigle	-	-	-	-	-	-	-	-	-	-	-	-	-
Sawed lumber—Bois de construction scié	215	-	-	-	-	-	-	-	215	-	215	215	-
Shingles—Bardeaux	-	-	-	-	-	-	-	-	-	-	-	-	-
Square timber—Bois équarri	-	-	-	-	-	-	-	-	-	-	-	-	-
Sugar—Sucre	-	-	-	-	-	-	-	-	-	-	-	-	-
Salt—Sel	-	30	-	-	-	-	-	-	-	30	30	30	-
Sand and stone—Sable et pierre	-	-	-	-	-	-	-	-	-	-	-	-	-
Wheat—Blé	-	-	-	-	-	-	-	-	-	-	-	-	-
Wines, liquors and beers—Vins, liqueurs et bière	-	-	-	-	-	-	-	-	-	-	-	-	-
Wool—Laine	-	-	-	-	-	-	-	-	-	-	-	-	-
Total freight—Total du fret	3,427	336	-	-	-	-	-	-	3,427	336	3,763	3,763	-

CANADA
DOMINION BUREAU OF STATISTICS
TRANSPORTATION DIVISION

RAILWAY STATISTICS

FOR THE

YEAR ENDED JUNE 30
1919

(From sworn Returns furnished by the several Railway Companies)

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
THOMAS MULVEY
PRINTER TO HIS MOST EXCELLENT MAJESTY
1920

RAILWAY STATISTICS

For the year ended June 30, 1919.

PREFACE.

The data in this report were formerly collected and compiled by the Statistical Branch of the Department of Railways and Canals, Canada. By Order in Council under the Statistics Act, dated August 29, 1919 (P.C. 1754), the work of the branch was transferred to the Dominion Bureau of Statistics.

The report which was in process of compilation at the time of the above transfer, has been completed along the lines followed in previous years.

The statistics of both the steam and electric roads are presented in a series of tables covering the more important items of earnings, expenses and operation of each road, preceded by a series of summary comparative tables, in most cases covering the last ten years.

There was a general increase in freight rates of 15 per cent on March 15, 1918, and another of 25 per cent on August 12, 1918, that affected the majority of commodities; an increase of 15 per cent in passenger rates occurred on March 15, 1918. The tons of freight handled by the steam railways decreased 10,844,115 tons or 8.5 per cent and the number of passengers carried decreased 1,194,444 or 2.7 per cent. This latter figure will not check with the 1918 report due to an error in that report. The increased rates gave an increased revenue from both freight and passenger traffic, the total being $52,756,751 over that of 1918. Operating expenses increased $67,911,073 over 1918, making a decrease of $15,154,322 in the net operating revenue.

The number of employees, which had been reduced during the war, was practically the same as in 1914, but salaries and wages have increased since 1914 by $97,177,023 or 87 per cent. Expenditures on maintenance of way, structures and equipment increased $38,512,421 over 1918, and $75,763,955 over 1914, or over 105.7 per cent in the five years, due principally to increased wages and cost of materials.

Electric railways show similar decreases in net operating revenues.

R. H. COATS,
Dominion Statistician.

Ottawa, April 20, 1920.

RAILWAY STATISTICS.

MILEAGE IN OPERATION.

Year.	Single Track.	Second Track.	Yard track and sidings.	Total.	Increase.
1910	24,724	1,543	5,119	31,386	....
1911	25,366	1,610	5,535	32,511	1,125
1912	26,718	1,752	6,112	34,582	2,071
1913	29,304	1,984	6,922	38,210	3,628
1914	30,795	2,293	7,512	40,600	2,393
1915	35,582	2,451	7,800	45,833	5,233
1916	37,434	2,489	8.396	48,319	2,486
1917	38,604	2,481	9,169	50,254	1,935
1918	38,879	2,523	9,238	50,640	386
1919	38,896	2,543	9,177	50,616	—24

The above does not include trackage rights.

SINGLE TRACK MILEAGE.

Provinces.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.
Ontario	9,230	8,322	8,546	9,000	9,255	10,702	11,320	11,049	11,057	11,000
Quebec	3,795	3,882	3,883	3,896	4,043	4,677	4,733	4,734	4,791	4,860
Manitoba	3,221	3,446	3,520	3,993	4,076	4,498	4,310	4,194	4,168	4,189
Saskatchewan	2,932	2,121	3,754	4,651	5,089	5,327	5,378	6,124	6,162	6,148
Alberta	1,488	1,494	1,897	2,212	2,545	3,174	3,894	4,444	4,273	4,285
British Columbia	1,832	1,842	1,855	1,951	1,978	3,100	3,604	3,885	4,247	4,238
New Brunswick	1,522	1,548	1,545	1,545	1,839	1,962	1,957	1,959	1,959	1,948
Nova Scotia	1,351	1,354	1,357	1,359	1,365	1,367	1,436	1,422	1,428	1,432
Prince Edward Island	269	269	269	279	279	275	275	278	279	279
Yukon	91	102	102	102	102	102	102	102	102	102
In United States	......	......	......	225	224	398	426	413	143	415

RAILWAY CAPITAL.

There was an increase in the capitalization of railways in 1919 of $9,329,016 This increment represented an addition of $500,500 to stocks and $8,828,516 to funded debt.

Distribution of capitalization:—

Stocks	$ 878,101,113
Consolidated debenture stock (C.P.R.)	216,284,882
Funded debt	914,823,515
Total	$2,009,209,510

Distribution of funded debt:—

Bonds	$ 819,396,815
Miscellaneous obligations	26,000 000
Income bonds	25,275,000
Equipment trust obligations	44,151,700
Total	$ 914,823,515

Stocks.

——	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.
Dividend-paying	420,697,257 00	364,376,024 00	364,376,024 00	364,376,024 00
Non-dividend	427,572,186 00	508,453,969 00	513,224,589 00	513,725,089 00
Amount of dividends	32,277,874 00	30,092,701 00	30,103,982 00	30,126,545,00
Per cent. on dividend-paying	7 68	8 26	8 26	8 27
Per cent. on all stocks	3 81	3 45	3 43	3 43
Per mile, all stocks	25,950 00	25,400 00	25,811 00	25,796 00

FUNDED DEBT.

——	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.
Outstanding for this purpose	869,323,449 00	895,492,856 00	905,994,999 00	914,823,515 00
Per mile of line affected	27,282 00	26,892 00	26,995 00	27,245 00

CONSOLIDATED DEBENTURE STOCK.

	$ c.	$ c.	$ c.	$ c.
Amount outstanding (C.P.R.)	176,284,882 00	216,284,882 00	216,284,882 00	216,284,882. 00
Interest	7,051,395 00	7,051,395 00	7,051 395,00	7,051 395,00
Per mile of line affected	14,239 00	19,101 00	18,451 00	18,384 00

Expenditure on Government Operated Railways.

The cost including equipment, of government owned and operated lines, for which no capitalization is given in foregoing statements, is shown in the following table:—

——	Miles.	Capital Cost.	Cost per Mile.
		$	$
Intercolonial	1593	152,300,044	95,605
National Transcontinental	2001	165,128,742	82,523
Prince Edward Island	279	12,633,933	45,282
Temiskaming and Northern Ontario	329	22,071,244	67,086
New Brunswick Coal and Railway	58	1,953,587	33,682
Totals	4260	354,087,550	

On June 1, 1918, the following company owned branch lines in New Brunswick were taken over for operation pending completion of purchase of same:—

Road.	Miles.	*Amount expended during year for Construction. and Betterments.
		$
York and Carleton	6·25	7,250 60
Elgin and Havelock	26·27	47,209 98
Moncton and Buctouche	30·18	37,829 81
St. Martins	28·80	34,566 47
Salisbury and Albert	44·93	42,304 58

In addition to the above, the following expenditures were made during the year.

Railways Operated as Canadian Government Railways.

	$
International Railway of New Brunswick, construction and betterments	77,849 84
Quebec Bridge, construction	656,761 79
Rolling stock	12,767,481 83

Railways under Construction.

		$
Hudson Bay Railway including Port Nelson Terminals		562,557 80
Quebec and Saguenay Railway,		
Purchase	$ 3,489,313 53	
Construction	1,149,900 79	
Rails	207,092 20	4,846,306 52
Purchase of Canadian Northern Railway Stock		9,733,333 24

*All the Capital Expenditures made by the Department of Railways and Canals are for the year ended March 31, 1919.

Railway Capitalization.

Year.	Stocks.	Debenture Stock.	Funded Debt.	Total.
	$	$	$	$
1910	687,557,387		722,740,300	1,410,297,687
1911	749,207,687		779,481,514	1,528,689,201
1912	770,459,351		818,478,175	1,588,937,526
1913	755,316,516	163,257,224	613,256,952	1,531,830 692
1914	853,110,653	173,307,470	782,402,638	1,808,820,761
1915	847,801,101	176,284,882	851,724,905	1,875,810,888
1916	848,269,488	176,284,882	869,323,449	1,893,877,819
1917	872,829 993	216,284,882	896,005,116	1,985,119,991
1918	877,600,613	216,284,882	905,994,999	1,999,880,494
1919	878,101,113	216,284,882	914,823,515	2,009,209,510

AID TO RAILWAYS.

Year.	Dominion.	Provinces.	Municipalities.
	$ c.	$ c.	$ c.
1910	[d]146,923,179	36,433,696	17,983,823
1911	148,217,071	36,506,696	18,042,823
1912	[c]154,075,235	36,568,851	18,051,323
1913	163,251,469	37,123,349	18,078,673
1914	178,834,528	37,946,609	[f]17,914,836
1915	183,479,192	38,061,229	17,914,836
1916	184,719,627	38,061,229	17,914,836
1917	185,493,913	38,061,229	17,914,836
1918	218,714,318	38,061,229	17,914,836
1919	219,077,163	38,171,229	17,914,836

[c] This amount includes payments of $6.263 715.86 to Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

[f] This reduction is due to the repayment of a loan.

Included with the aid to the C.P.R. in the sum of $37,785,319.54 for lines built by Government and handed over to the Company. In that total is $6,639,581 for surveys.

[d] This included $10,000,000 loaned to the Grand Trunk Pacific under authority chap. 19 of 1909.

ANALYSIS OF CASH SUBSIDIES PAID BY THE VARIOUS PROVINCES SINCE 1910.

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Totals.
	$	$	$	$	$	$	$
1910	9,198,616	12,328,197	6,384,300	4,851,487	792,209	2,878,887	36,433,696
1911	9,204,616	12,333,197	6,384,300	4,907,487	798,209	2,878,887	36,506,696
1912	9,204,616	12,333,197	6,440,455	4,907,487	804,209	2,878,887	36,568,851
1913	9,554,616	12,333,197	6,440,455	4,907,487	1,008,707	2,878,887	37,123,349
1914	9,554,616	12,333,197	6,987 850	4,907,487	1,284,572	2,878,887	37,946,609
1915	9,669,236	12,333,197	6,987,850	4,907,487	1,284,572	2,878,887	38,061,229

Additions were not made in succeeding years except.
1919, Alberta granted $175,000 and paid $110,000. Total all Provinces $38,171,229.

CASH AID GIVEN BY MUNICIPALITIES SHOWN BY PROVINCES.

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia	Manitoba	North-west Territories.	Totals.
1910	13,311,075,63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911	13,361,075 63	3,137,536 08	441,898 10	341,500 00	207,952 00	490,600 00	22,261 29	18,042,823 60
1912	13,361.075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1913	13,361,075 63	3,158,136 08	481,898 10	341,500 00	223,302 50	490,600 00	22,261 29	18,078,673 60
1914	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1915	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1916	13,361,075 63	3,180,501 38	484,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40

Additions not made in succeeding years.

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the provinces, and by municipalities:—

DOMINION.

Cash subsidies	$ 111,791,543 00
Loans	58,076,533 00
Cost of lines handed over to C. P. R	37,785,319 00
Paid to Quebec Government	5,160,053 00
Implement clause, G. T. P., agreement	6,263,715 00
Total	$ 219,077,163 00

The purchase of Grand Trunk Pacific bonds aggregating $33,116,000 by the Government, could not properly be classified as cash aid. It is therefore omitted from this account, and appears in a later paragraph, among guarantees authorized.

PROVINCES.

Cash subsidies	$ 30,674,199 00
Loans	7,197,030 00
Subscription to shares	300,000 00
Total	$ 38,171,229 00

NOTE—$4,447,000, was transferred from subsidy to Loan account.

MUNICIPALITIES.

Cash subsidies	$ 12,670,838 00
Loans	2,404,498 00
Subscription to shares	2,839,500 00
Total	$ 17,914,836 00

Loan of $186,202.50 cancelled in 1914.

LAND GRANTS.

Following have been the land grants to railways:—

——	Acres.
By the Dominion	32,361,208
By the province of Quebec*	1,735,690
By the province of British Columbia	8,119,221
By the province of New Brunswick	1,647,772
By the province of Nova Scotia	160,000
By the province of Ontario	624,232
Total	44,648,123

*See explanatory paragraph.

In the case of the province of Quebec the land grants have been on a special basis, and it is therefore necessary to have in mind the following facts:—

Acres granted—convertible	13,324,950
Converted, at 52½ cents per acre	$ 6,995,599
Amount of conversion	$ 4,557,728
Acres granted—not convertible	11,772,050
Acres earned—not convertible	1,735,690

DOMINION LAND GRANTS.

Revised by Natural Resources Intelligence Branch and Lands Patent Branch, Department of Interior.

Name of Railway.	Area acres earned.
Alberta Railway and Irrigation Co	1,114,368
Alberta Great Waterways Railway Co	274
Canadian Pacific, main line,	18,207,224
Calgary and Edmonton Railway Co	2,108,738
Great North West Central Railway Co	320,000
Manitoba North Western Railway Co	1,501,529
Manitoba South Western Colonization Railway Co	1,396,800
Saskatchewan and Western Railway Co	98,880
C. P. R. Pipestone Extension Souris Branch	200,320
C. P. R. Souris Branch	1,408,704
Canadian National—	
Formerly Lake Manitoba and Canal Co	798,400
Canadian North Western Railway Co	338
Canadian Northern Alberta Railway Co	537
Canadian Northern Manitoba Railway Co	73
Formerly Manitoba and South Eastern Railway Co	680,320
Qu'Appelle Long Lake and Saskatchewan Railroad and Steamboat Co	1,879,987
Canadian Northern Railway Co	2,643,934
Edmonton, Dunvegan and British Columbia Railway Co	761
Grand Trunk Pacific	21
Total	32,361,208

The Dominion has not made any grants of lands in aid of railways since 1894.

GUARANTEES.

Guarantees of bonds have been substituted in large measure for other forms of aid during recent years. It has been most difficult to get an accurate statement of the facts in this regard, particularly as to the precise amount of outstanding liability. The following table is based on official reports from the Dominion and Provincial Governments:—

——	Authorized.	Bonds Executed.	Guarantees Earned.
	$	$	$
Dominion	189,666,539	183,532,523	183,532,523
Manitoba	25,663,553	25,663,553	25,663,553
Alberta	59,495,900	46,685,969	46,685,969
Saskatchewan	47,725,000	28,582,012	23,170,661
Ontario	7,860,000	7,860,000	7,860,000
British Columbia	68,135,000	60,317,524	51,048,665
New Brunswick	7,763,000	7,763,000	6,431,562
Quebec	280,000	280,000	280,000
Total	406,588,992	360,684,581	344,672,933

It must be understood that $33,116,000 worth of Grand Trunk Pacific bonds purchased by the Dominion Government, and referred to in a preceding paragraph, is included with the amount of guarantees authorized, although in such case the guarantee does not apply. There is, however, no other way of recording the amount in this connection.

The facts for the preceding six years, as respects the amount of guarantees authorized, are as follows:—

——	1913.	1914.	1915.	1916.	1917.	1918.
	$	$	$	$	$	$
Dominion..................	95,486,590	188,965,063	188,965,063	189,666,539	189,666 539	189,666.539
Manitoba..................	24,059,447	25,221,580	25,221,580	25,221,580	25,519,553	25,519,553
Alberta..................	45,489,000	55,810,450	59,410,450	58,736,750	59,495,900	59,495,900
Saskatchewan..............	33,735,000	41,625,000	41,625,000	47,725,000	47,725,000	46,725,000
Ontario..................	7,860,000	7,860,000	7,860,000	7,860 000	7,860,000	7,860,000
Nova Scotia..............	5,022,000	....	....	....	....	....
British Columbia..........	59,262,072	80,332,072	80,332,072	80,332,072	68,782,072	68,135,000
New Brunswick............	3,654,265	6,063,000	6,063,000	7,763,000	7,763,000	7,763,000
Quebec..................	392,000	392,000	392,000	308,000	280,000	280,000
Total.............	274,960,374	409,869,165	409,869,165	417,612,941	407,092,064	405,444,992

Following are the details according to official statements received from the Dominion and the various provinces:—

DOMINION.

The list of securities guaranteed by the Dominion prior to June 30, 1916, is as follows:—

1. The Canadian Northern Railway Company, chapter 7, Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, chapter 11, 7-8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, chapter 6, 1-2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly, amount actually issued £7,350,000.

4. The Canadian Northern Alberta Railway Company, chapter 6, 9-10 Edward VII (1910) as amended by chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, chapter 71, 3 Edward VII (1903) and chapter 24, 4 Edward VII (1904) and chapter 98, Acts of 1905.

The guarantee is for 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental railway, but not exceeding $13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £2,300,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of the issue, outstanding.

6. The Canadian Northern Alberta Railway Company, chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

7. The Grand Trunk Pacific Railway Company, chapter 20 of the Acts of 1914.

Total guarantee authorized, $16,000,000, interest at 4 per cent. Sold to the public, $3,193,507; pledged with the Dominion Government against advances, $7,500,000; pledged to Grand Trunk Railway Company, $5,306,493.

8. The Canadian Northern Railway Company, chapter 20 of the Acts of 1914.

Guarantee authorized, $45,000,000, at 4 per cent. Sold to the public, $17,033,333; pledged with the Dominion Government against advances, $12,500,000; pledged with Columbia Trust Coy., New York, against advances, $15,333,333.

ALBERTA.

Railway.	Authorized Mileage.	Par Bond Value.	Mileage executed by Government	Par Bond Value.
		$		$
Canadian Northern	902·4	13,536,000	774·8	11,022,000
Canadian Northern Western	1,390·	22,530,000	662·57	11,222,250
Grand Trunk Pacific Branch Lines Co	259·5	4,182,500	259·5	4,182,500
Edmonton, Dunvegan and British Columbia Ry	471·	9,420,000	471·	9,420 000
Alberta and Great Waterways	350·	7,000,000	350·	7,000,000
Central Canada	114·	2,280,000	100·	2,000,000
Lacombe and Blindman Valley	39·1	547,400	39·1	273,700
Totals	3,526·0	59,495,900	2,656·97	45,120,450

SASKATCHEWAN.

—	Number of Miles.	Total Authorized Guarantees of $15,000 per mile.	Par value of Bonds sold.	Amount of earnings Released.
		$ c.	$ c.	$ c.
Canadian Northern Railway Company	1,155	17,325,000 00	13,709,400 00	10,456,495 25
Canadian Northern Saskatchewan Railway Co	255	3,825,000 00	1,174,813 33	782,210 60
Grand Trunk Pacific Branch Lines Co	760	11,400,000 00	11,328,892 00	9,908,627 53
Grand Trunk Pacific Saskatchewan Ry. Co	605	9,075,000 00	Nil.	Nil.
		41,625,000 00	26,213,105 33	21,147,333 38
Bridges and Terminals—				
Grand Trunk Pacific Branch Lines Co		5,100,000 00	1,882,240 00	1,536,660 62
Canadian Northern Saskatchewan Railway		1,000,000 00	486,666 66	486,666 66
		47,725,000 00	28,582,011 99	23,170,660 66

All unearned guarantees were permitted to lapse in 1918.

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of nterest on bonds aggregating $7,860,000.

NOVA SCOTIA.

The aid given by the province of Nova Scotia to the Halifax and Southwestern Railway Company was not in the nature of a guarantee of bonds; but the facts of the case cannot very well be given under any other head. They are as follows:—

In the first instance the province advanced to the company $13,500 per mile on 257.25 miles of its railway. The company gave a mortgage to the province covering the railway system for the total amount so advanced, and for interest on advances during construction, but could redeem the mortgage by repaying the said sum of $13,500 per mile, less the sum of $3,200 per mile. The $3,200 per mile represents the sum which, under the provisions of a general Act on the subject, the province grants as a subsidy to a company constructing a railway.

This arrangement existed until the new arrangement was made under chapter 27 of the Acts of 1912, as amended by chapter 64 of the Acts of 1913. The new arrangement provided for releasing the original mortgage, for crediting the railway company with the $3,200 per mile, and interest thereon, for repayment to the company of the equivalent of £180,400 sterling which the company had paid as interest on the mortgage, and for adding that amount to the sums due by the company for principal. The equivalent of £180,400 sterling was paid to the Halifax and Southwestern Railway Company, but instead of being paid in cash it was paid by delivering to the company £180,400 of provincial debentures. The total amount the company owed the province under this arrangement was settled at $4,447,000, in which is included the equivalent of £180,400 sterling.

As security for that amount the company delivered to the province its bonds guaranteed by the Canadian Northern Railway Company, aggregating $4,447,000, these bonds being secured by a mortgage trust deed covering the railway system of the Halifax and Southwestern Railway Company, and the province still holds the bonds and collects the interest thereon as the same falls due.

Under the primary arrangement the railway company did not deliver bonds to the province, but merely executed the mortgage, which has been released and superseded by the new arrangement.

The advance of $13,500 per mile was not made by the province delivering bonds to the company; it was made in cash, the province having borrowed the money in London by the issue and sale of inscribed stock. The interest on the guaranteed bonds that the province now holds offsets within about one-quarter per cent the interest payable on the inscribed stock, this difference being accounted for by the fact that the stock was issued below par.

After the guaranteed bonds of the Halifax and Southwestern Railway Company are paid, the amount of provincial aid it will have received will have been $3,200 per mile.

BRITISH COLUMBIA.

—	Guarantee Authorized.	Par Value of Bonds Executed.	Amount of Guarantee.
	$	$	$
Canadian North Pacific Railway	47,975,000	40,157,527	33,013,467
Pacific Great Eastern Railway	20,160,000	20,160,000	18,035,198
	68,135,000	60,317,527	51,048,665

In 1916 there was added to the above $11,550,000 of bonds of the Pacific Great Eastern, the guarantee of which had been authorized by the Legislature, The official statement for 1918 omits the amount.

MANITOBA.

To the Canadian Northern Railway Co., the following guarantees have been given:—

1,243·73 miles, main line and branches in Manitoba at $10,000 per mile	$12,437,286 66
332·30 miles, main line and branches in Manitoba at $13,000 per mile	4,320,000 00
286·28 miles, Port Arthur Division at $20,000 per mile	5,745,586 67
Guarantees on Winnipeg Terminals	3,000,000 00
Total guarantees	$25,502,873 33
Canadian Northern Manitoba Railway—	
12·3 miles at $13,000 per mile	$ 16,680 00

NEW BRUNSWICK.

—	Amount guaranteed.	Earned and paid.
	$ cts.	$ cts.
New Brunswick and Seaboard	297,000 00	297,000 00
Southampton	155,000 00	155,000 00
St. John and Quebec	6,400,000 00	3,597,898 70
Fredericton and Grand Lake	465,000 00	465,000 00
Total	7,317,00 00	4,514,898 70

QUEBEC.

Guarantee of bonds of the Montreal and Western Railway Company to the amount of $224,000.

TRAFFIC.

PASSENGERS CARRIED.

Year.	Passengers carried.	Year.	Passengers carried.
1910	35,894,575	1915	49,322,035
1911	37,097,718	1916*	43,503,459
1912	41,124,181	1917*	48,106,530
1913	46,203,765	1918*	44,948,638
1914	46,702,280	1919	43,754,194

* Corrected figures.

FREIGHT HANDLED.

Year.	Tons of freight (2,000 lbs.)	Year.	Tons of freight (2,000 lbs.)
1875	5,670,837	1910	74,482,866
1880	9,938,858	1911	79,884,282
1885	14,659,271	1912	89,444,331
1890	20,787,469	1913	106,992,710
1895	21,524,421	1914	106,393,989
1900	35,946,183	1915	87,204,833
1905	50,793,957	1916	109,659,088
1906	57,966,713	1917	121,916,272
1907	63,866,135	1918	127,543,687
1908	63,071,167	1919	116,699,572
1909	66,842,258		

PASSENGER TRAFFIC.

The mileage used in calculations which follow is the operating single track mileage given in table No. 1.

Passengers carried 1 mile:—

1910	2,466,729,664	1915	2,483,708,745
1911	2,605,968,924	1916	2,727,122,648
1912	2,910,251,636	1917	3,150,127,428
1913	3,265,656,080	1918	3,190,025,682
1914	3,089,031,194	1919	3,074,664,369

Passengers carried 1 mile per mile of line:—

1910	99,742	1915	69,802
1911	102,597	1916	72,611
1912	108,888	1917	79,829
1913	111,353	1918	82,050
1914	100,309	1919	79,048

Passengers carried per mile of line:—

1910	1,451	1915	1,299
1911	1,560	1916	* 1,162
1912	1,539	1917	* 1,246
1913	1,576	1918	* 1,156
1914	1,516	1919	1,125

Average receipts per passenger per mile:—

1910	1·866	1915	2·021
1911	1·944	1916	1·954
1912	1·943	1917	1·946
1913	1·973	1918	* 2·122
1914	2·007	1919	2·557

Passenger revenue:—

1910	$ 46,018,880	1915	$ 50,173,267
1911	50,566,894	1915	53,097,643
1912	50,543,664	1917	61,290,291
1913	64,441,430	1918	67,089,363
1914	62,012,296	1919	78,609,871

Passenger train revenue:—

1910	$ 52,956,219	1915	$ 60,699,935
1911	58,317,998	1916	66,763,261
1912	65,048,187	1917	80,767,114
1913	74,431,994	1918	88,192,056
1914	72,564,203	1919	102,380,357

* Corrected figures.

Average receipts per passenger:—

1910	$ 1·282	1915	$ 1·083
1911	1·360	1916	1·083
1912	1·375	1917	1·140
1913	1·394	1918	1·322
1914	1·328	1919	1·797

Average number of passengers per train:—

1910	59	1915	50
1911	60	1916	53
1912	62	1917	59
1913	62	1918	64
1914	59	1919	63

Average number of passengers per car:—

1910	..	1915	14
1911	..	1916	14
1912	..	1917	16
1913	15	1918	17
1914	14	1919	17

Average number of cars per passenger train:—

1913	5·6	1917	5·7
1914	5·7	1918	5·8
1915	5·4	1919	6·1
1916	5·5		

Average passenger journey—miles:—

1910	69	1915	54
1911	70	1916	55
1912	71	1917	59
1913	71	1918	63
1914	66	1919	70

The average earnings per passenger train car mile were 34.4 cents. This includes all classes of cars forming a passenger train.

FREIGHT TRAFFIC.

Tons hauled 1 mile:—

1910	15,712,127,701	1915	17,661,309,723
1911	16,048,478,295	1916	28,195,364,264
1912	19,558,190,527	1917	31,186,707,851
1913	23,032,951,596	1918	31,029,072,279
1914	22,063,294,685	1919	27,724,397,202

Tons hauled 1 mile per mile of line:—

1910	635,321	1915	496,355
1911	631,829	1916	753,202
1912	731,776	1917	807,948
1913	785,820	1918	798,093
1914	716,359	1919	712,783

Average receipts per ton per mile:—

1910	$ 0·739	1915	$ 0·751
1911	0·777	1916	0·653
1912	0·757	1917	0·690
1913	0·758	1918	0·736
1914	0·742	1919	0·962

Average trainload—tons:—

1910	311	1915	344
1911	305	1916	411
1912	325	1917	436
1913	342	1918	457
1914	353	1919	442

Average number of loaded cars per freight train:—

1910	18·15	1915	18·06
1911	18·03	1916	19·65
1912	18·19	1917	19·59
1913	18·00	1918	19·77
1914	18·40	1919	18·85

Average number of tons per loaded car:—

1910	17·13	1915	18·43
1911	16·91	1916	20·91
1912	17·87	1917	22·24
1913	19·01	1918	23·09
1914	19·18	1919	23·46

Average length of haul—miles:—

1913	216	1917	256
1914	217	1918	243
1915	202	1919	238
1916	257		

Average revenue per ton:—

1913	$ 1·636	1916	$ 1·679
1914	1·614	1917	1·765
1915	1·520	1918	1·789
		1919	2·286

Following is the record of freight tonnage per mile of line since 1875:—

1875	1,180	1910	3,012
1881	1,646	1916	2,929
1887	1,342	1917	3,159
1893	1,466	1918	3,281
1898	1,706	1919	3,000
1904	2,475		

Gross earnings per revenue train mile—all trains:—

1910	$2·036	1915	$2·143
1911	2·103	1916	2·358
1912	2·174	1917	2·683
1913	2·263	1918	3·005
1914	2·253	1919	3·688

Freight earnings per ton:—

1910	$1·560	1915	$1·520
1911	1·561	1916	1·679
1912	1·655	1917	1·766
1913	1·636	1918	1·789
1914	1·614	1919	2·286

Earnings per passenger:—

1910	$1·282	1915	$1·208
1911	1·363	1916	1·083
1912	1·375	1917	1·140
1913	1·394	1918	1·322
1914	1·328	1919	1·797

Freight earnings per freight train mile:—

1910	$2·316	1915	$2·279
1911	2·376	1916	2·686
1912	2·494	1917	3·006
1913	2·595	1918	3·359
1914	2·619	1919	4·256

Passengers earnings per passenger train mile:---

1910	$1·313	1915	$1·016
1911	1·348	1916	1·042
1912	1·390	1917	1·160
1913	1·223	1918	1·352
1914	1·185	1919	1·614

TRAFFIC HANDLED.

——	1915.	1916	1917.	1918.	1919.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products agriculture—					
Grain	9,159,793	18,957,627	16,491,090	13,985,361	11,285,463
Flour	2,514,609	3,184,922	3,374,965	3,919,476	3,051,415
Other mill products	1,486,665	1,685,147	1,684,176	1,722,985	1,534,421
Hay	1,211,835	1,323,954	1,042,395	1,522,626	1,650,194
Tobacco	38,580	47,694	44,482	51,252	56,508
Cotton	108,877	143,950	154,256	349,385	170,657
Fruit and vegetables	1,474,314	1,299,063	1,649,779	1,604,126	1,769,150
Other products of agriculture	391,236	463,354	686,311	722,459	617,655
Products of animals—					
Live stock	1,387,103	1,428,887	1,554,560	1,515,471	1,752,176
Dressed meats	608,062	630,992	645,094	764,121	1,073,921
Other packing-house products	395,364	615,701	596,349	644,023	946,949
Poultry, game and fish	282,856	360,892	373,514	424,728	550,115
Wool	41,156	105,912	62,456	90,455	73,557
Hides and leather	211,411	277,580	249,794	250,713	281,055
Other products of animals	430,705	486,395	499,120	559,821	596,443
Products of mines—					
Anthracite coal	6,477,642	7,057,628	7,623,874	9,033,037	7,361,435
Bituminous coal	16,114,480	18,122,835	21,782,444	25,076,008	23,440,474
Coke	1,171,427	1,772,854	1,641,488	1,735,596	1,354,697
Ores	3,524,211	5,610,548	5,570,215	5,491,452	4,084,964
Stone, sand, etc	4,841,415	3,891,874	3,910,562	3,850,855	3.402,681
Other products of mines	998,360	1,484,345	2,006,054	2,002,543	1,765,570
Products of forests—					
Lumber	7,985,885	8,551,087	10,100,749	10,478,969	9,955,898
Other products of forests	5,990,670	8,007,442	8,989,933	10,372,485	11,298,507
Manufactures—					
Petroleum and other oils	868,214	1,117,315	1,414,800	1,636,594	2,035,899
Sugar	707,714	744,866	797,763	912,113	899,984
Naval Stores	28,961	81,768	108,958	133,168	66,129
Iron, pig and bloom	488.216	1,256,343	1,723,249	1,745,383	1,460,466
Iron and steel rails	450,764	749,993	1,100,245	1,104,996	1,475,576
Castings and machinery	891,063	1,316,572	1.920,301	1,997,184	1,638,116
Bar and sheet metal	635,150	1,213,797	1,562,313	1,784,228	1,544,779
Cement. brick and lime	2,419,240	2,216,868	2,698,166	2,192,898	1,883,550
Agricultural implements	285,491	366,461	469,142	529,677	469,230
Wagons, carriages, tools, etc	339,749	516,368	672,939	566,720	567,194
Wines, liquors and beers	247,944	269,271	218,977	223,350	193,091
Household goods and furniture	295,496	366,399	438,483	499,751	443,875
Other manufactures	4,928,391	6,618,762	8,795,971	9,036,745	8,164,138
Merchandise	5,272,163	4,622,224	6.070,858	5,047,616	4,421,320
Miscellaneous	2,393,123	2,748,398	3,151,203	3,952,372	3,362,320

SUMMARY.

——	1915.	1916	1917.	1918.	1919.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture	16,385,909	27,105,711	25,127,453	23,877,670	20,135,463
Products of animals	3,356,657	3,906,359	3,980,887	4,249,332	5,274,216
Products of mines	33,127,535	37,850,084	42,534,637	47,189,491	41,409,821
Products of forest	13,976,555	16,558,529	19,090,682	20,851,454	21,254,405
Manufactures	12,586,393	16,867,782	21.921,309	22,362,807	20,842,027
Merchandise	5,272,163	4,622,224	6,070,858	5,047,616	4,421,320
Miscellaneous	2,393,123	2,748,398	3,151,203	3,952,372	3,362,320
Totals	*b* 87,204,838	169,659,087	*c*121,916,272	*d*127,543,687	116,699,572

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b Undistributed 106,503 tons. *c* Undistributed 39,244 tons. *d* Undistributed 12,945 tons.

TRAFFIC HANDLED.

—	1915.	1916.	1917.	1918.	1919.
Originating in Canada	49,364,052	62,950,122	67,134,164	68,385,790	63,556,991
Received from U.S. roads	22,134,118	26,287,034	31,330,530	34,039,620	31,645,130
Total originating	71,498,170	89,237,156	98,464,694	102,425,410	95,202,121
Received from connecting roads	15,706,668	20,421,932	23,451,578	25,118,277	21,497,451
Total handled	87,204,838	109,659,088	121,916,272	127,543,687	116,699,572

Decrease in 1919 from 1918 of 10,844,115 tons handled and 7,203,289 tons originating.

Freight Car Mileage.	1915.	1916.	1917.	1918.	1919.
Loaded freight cars	958,425,805	1,348,212,128	1,402,552,028	1,343,301,681	1,181,758,126
Empty freight cars	387,179,212	576,255,686	561,127,805	494,404,216	497,882,365
Caboose cars	45,669,172	63,344,375	66,728,241	64,419,008	59,472,896
Total	1,391,274,189	1,987,812,189	2,030,408,074	1,902,124,905	1,739,113,387

Passenger train Car Mileage.	1915.	1916.	1917.	1918.	1919.
Passenger cars	126,421,006	133,423,951	135,419,724	127,866,571	127,018,520
Sleeping, parlor, etc	53,632,104	56,565,727	59,489,362	53,808,982	58,181,799
Other cars	86,630·228	90,909,724	108,416,453	108,472,381	112,074,695
Total	266,683,338	280,899,402	303,325,539	290,147,934	297,275,014

Revenue train mileage:—

—	1914.	1915.	1916.	1917.	1918.	1919.
Passenger trains	45,219,048	41,648,243	42,449,022	44,083,575	41,850,189	41,048,124
Freight trains	55,343,193	43,661,573	60,036,984	62,863,724	60,143,014	55,034,882
Mixed trains	7,126,841	7,736,391	8,499,073	8,746,811	7,787,636	7,652,411
Special trains	206,190	172,272	90,811	102,990	76,721	97,418
Total	107,895,272	93,218,479	111,075,890	115,797,100	109,857,560	103,832,835
Non-revenue trains	4,911,928	1,955,104	3,338,181	3,627,901	4,158,919	4,159,658

Locomotive mileage:—

Class of locomotive.	1914.	1915.	1916.	1917.	1918.	1919.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Freight	58,675,214	47,731,635	66,491,134	68,983,629	63,921,041	60,080,642
Passenger	45,069,967	41,006,923	42,215,551	44,005,835	40,870,513	42,296,331
Mixed	10,276,245	7,561,213	7,610,281	8,612,666	7,897,536	7,871,917
Switching	22,937,611	19,897,242	23,586,669	28,509,069	28,625,512	26,519,327
Special	169,719	157,031	5,062,813	153,099	5,438,603	157,947
Total	137,128,756	116,354,044	144,966,448	150,264,298	146,753,205	136,926,164

INCOME ACCOUNT.

—	1918.		1919.	
	$ cts.	$ cts.	$ cts.	$ cts.
Gross earnings from operation	330,220,149 95		382,976,901 41	
Operating expenses	273,955,435 79		341,866,509 01	
Net operating revenue		56,264,714 16		41,110,392 40
Outside operations:—				
Revenue	5,423,530 94		8,802,803 72	
Expense	3,744,180 08		6,831,555 34	
Net revenue	1,679,350 86		1,971,248 38	
Income—Other sources	19,627,863 92	21,307,214 78	18,501,190 97	20,472,439 35
		77,571,928 94		61,582,831 75
Less taxes		4,711,262 84		5,316,713 75
Gross corporate income		72,860,666 10		56,266,118 00
Deductions:—				
Lease of other roads	$ 3,491,478 94		3,745,795 56	
Other rents	6,873,321 18		5,675,530 49	
Loss on separately owned property			2,673,248 13	
Interest on funded debt	30,665,899 36		30,974,059 78	
Other interest	9,182,886 61		12,123,201 28	
Sinking funds	9,733 33		19,260 18	
Other debentures	2,417,146 10	54,532,437 39	2,319,703 29	57,530,798 71
Net Corporate Income		18,328,228 71	Net Corp. loss.	1,264,680 71
Disposal of Net Corporate Income:—				
Dividends—Common	26,876,705 16		26,899,267 66	
Preferred	10,331,172 14		10,331,172 14	
Additions and Betterments, Cr.	209 43		879 95	
Reserves and Miscellaneous	195,831 57	37,403,499 44	323,721 18	37,553,281 03
Balance to Profit and Loss, Dr.		$ 19,075,270 73		$ 38,817,961 74

GROSS EARNINGS.

—	1918.		1919.	
	$ cts.	$ cts.	$ cts.	$ cts.
Rail line—				
Freight	228,244,416 07		266,825,881 94	
Passenger	67,089,362 62		78,609,870 97	
Excess baggage	595,790 35		573,322 28	
Sleeping cars	3,179,760 94		3,716,450 77	
Parlour and chair cars	262,576 39		274,505 07	
Mail	3,288,733 75		3,399,830 60	
Express	9,824,583 29		10,744,374 20	
Other passenger trains	64,024 66		49,744 50	
Milk	550,416 08		621,277 11	
Switching	2,917,752 37		2,680.376 61	
Special service train	89,677 79		84,763 43	
Other freight train	36,920 15		27,529 62	
Water transfer freight	1,529 61		62,588 80	
Totals	....	316,145,544 07	....	367,670,515 90
Water line—				
Freight	2,266,102 13		2,455,033 14	
Passenger	432.537 50		413,878 30	
Excess baggage	2,995 71		1,579 28	
Other passenger service	....		....	
Mail	20,564 70		18,609 60	
Express	25,476 65		15,763 30	
Special service	....		....	
Other	Dr. 139,749 47		243 35	
Totals	....	2,608,027 22	....	2,905,106 97
Incidental—				
Dining and buffet	3,336,808 34		4,390,981 69	
Hotel and restaurant	627,518 13		779,016 66	
Station, train, etc., privileges	98,847 47		109,579 43	
Parcel room	88,479 48		136,178 98	
Storage—freight	342,772 95		525,816 15	
Storage—baggage	85,052 19		127,072 36	
Demurrage	1,936,611 52		2,120,298 26	
Telegraph and telephone	281,167 59		91,731 82	
Grain elevators	888,454 99		1,113,683 16	
Stockyards	24,859 27		24,654 00	
Rents of buildings, etc	1,488,020 86		1,547,598 07	
Miscellaneous	1,918,485 88		1,367,695 61	
Totals	....	11,117,078 67	....	12,334,306 19
Joint facilities, Cr. balance	....	349,499 99		66,972 35
Gross earnings	....	330,220,149 95	....	382,976,901 41

Increase 1919 over 1918, $52,756,751.46.
See Table 5 for details of Net Earnings.

Gross earnings per mile of line:—

1875	$4,053	1911	7,430
1880	3,275	1912	8,209
1885	2,993	1913	8,760
1890	3,562	1914	7,894
1895	2,928	1915	5,616
1900	4,006	1916	6,943
1905	5,197	1917	8,051
1910	7,034	1918	8,493
		1919	9,846

GROSS EARNINGS, OPERATING EXPENSES, OPERATING RATIO.

Year.	Earnings.					Net operating expenses.	Per cent operating expenses to gross earnings.
	Passenger.	Freight and switching.	Other.	Total gross.	Total operating expenses.		
	$	$	$	$	$	$	(Operating ratio.)
1910	52,956,219	117,494,484	3,505,514	173,956,217	120,305,440	53,507,777	69·2
1911	58,317,998	126,570,534	3,844,962	188,733,494	131,034,785	57,698,709	69·4
1912	65,048,187	149,961,140	3,494,426	219,403,753	150,726,540	68,677,213	68·7
1913	74,431,994	177,089,373	5,181,336	256,702,703	182,011,690	74,691,013	70·9
1914	72,564,203	165,753,731	4,765,605	243,083,539	178,975,259	64,108,280	73·6
1915	60,699,935	134,488,304	4,654,833	199,843,072	147,731,099	52,111,973	73·9
1916	53,097,643	185,806,168	*22,984,843	261,888,654	180,542,259	81,346,395	68·9
1917	61,290,291	217,625,963	*31,855,225	310,771,479	222,890,637	87,880,842	71·7
1918	88,192,056	231,813,389	10,214,705	330,220,150	273,955,436	56,264,714	82·96
1919	102,380,357	270,463,390	10,133,154	382,976,901	341,866,509	41,110,392	89·27

*Includes Excess Baggage, Sleeping and Parlour Car, Mail, Express, Milk, Other Pass. Train and Dining and Buffet for these years only. These are included in Passenger for the other years. These items total for 1916, $16,192,941, for 1917, $19,476.823.

OPERATING EXPENSES.

	Per Mile of Line.	Per Train Mile (all trains).	
		Earnings per train mile.	Expenses per train mile.
	$	$	$
1899	2·360	1·192	0·779
1900	2·701	1·282	0·864
1901	2·777	1·366	0·944
1902	3·064	1·501	1·028
1903	3·554	1·591	1·117
1904	3·837	1·634	1·216
1905	3·904	1·614	1·213
1906	4·080	1·723	1·198
1907	4·621	1·953	1·381
1908	4·672	1·869	1·364
1909	4·340	1·816	1·309
1910	4·869	2·036	1·409
1911	5·159	2·103	1·460
1912	5·640	2·174	1·493
1913	6·211	2·263	1·604
1914	5·812	2·253	1·659
1915	4·152	2·144	1·585
1916	4·823	2·358	1·623
1917	5·774	2·682	1·925
1918	7·046	3·006	2·494
1919	8·789	3·682	3·292

OPERATING EXPENSES FOR 1919.

	$	Per cent.
Way and structures	69,034,242 27	20·19
Equipment	78,397,270 13	22·93
Traffic	6,545,932 50	1·91
Transportation—rail line	170,382,033 76	49·83
" water line	2,168,889 52	0·63
Miscellaneous operations	5,606,045 30	1·64
General expenses	9,730,448 93	2·84
Transportation for investment—Cr	7,353 60	0·03
Total	341,866,509 01	
Increase over 1918	67,911,073 22	

OPERATING EXPENSES.

—	1916.		1917.		1918.	
	$ cts.	Per cent.	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	36,040,945 06	19·96	41,154,193 11	18·46	51,614,857 71	18·84
Equipment	35,822,484 20	19·84	46,371,178 39	20·80	57,304,234 84	20·92
Traffic	5,560,515 12	3·08	6,236,810 91	2·79	6,342,393 99	2·32
Transportation—rail line	92,882,661 24	51,45	114,327,343 71	51·29	145,107,396 15	52·96
" water line	184,824 13	0·10	3,271,892 62	1·47	1,552,958 83	0·56
Miscellaneous operations	3,279,588 42	1·81	3,962,543 94	1·78	4,443,665 75	1·62
General expenses	6,781,574 19	3·75	7,584,881 55	3·40	7,597,985 10	2·77
Transportation for investment—Cr	10,333 38	0·01	18,207 15	0·01	8,056 58	0·01
Total	180,512,258 98		222,890,637 08		273,955,435 79	

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES AND EQUIPMENT.

Year.	Maintenance of Way. Amount.	Mileage.	Amount per Mile of Line	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line.
	$		$		$		$
1910	27,035,603	24,731	1,093	1910	26,002,301	24,731	1,051
1911	29,245,093	25,400	1,151	1911	26,127,638	25,400	1,028
1912	31,514,098	26,727	1,179	1912	29,811,510	26,727	1,115
1913	35,933,322	29,336	1,224	1913	37,289,718	29,336	1,271
1914	35,292,226	30,795	1,146	1914	36,375,330	30,795	1,181
1915	28,762,906	35,582	808	1915	28,156,261	35,582	791
1916	36,040,045	37,434	962	1916	35,822,484	37,434	956
1917	41,154,193	38,604	1,066	1917	46,371,178	38,604	1,201
1918	51,614,857	38,879	1,327	1918	57,304,234	38,879	1,473
1919	69,034,242	38,896	1,775	1919	78,397,270	38,896	2,017

Taxes.

Province.	1916.	1917.	1918.	1919.
	$	$	$	$
Nova Scotia	1,381 31	437,36	1,705 13	964 00
New Brunswick	3,902 26	58,740 06	58,446 21	76,211 61
Quebec	617,686 15	659,049 59	624,816 36	811,564 52
Ontario	1.510.007 84	2,148,141 12	1,693,129 38	1,974,185 48
Manitoba	247,300 07	396,924 52	337,140 82	212,273 30
Saskatchewan	107,659 74	251,575 68	163.186 37	259,027 80
Alberta	146,400 74	189,812 47	210,067 33	526,565 30
British Columbia	343,643 55	326,122 51	749,422 79	649,558 05
Yukon	6,845 04	6,805 27	6,826 17	6,821 05
Undistributed	112,060 76	....	....	285,880 15
Outside Canada	224,913 91	316,563 84	166,347 82	258,381 70
Total	3,321,801 37	4,354,172 52	4,011,088 38	5,061,432 96

The government owned line Prince Edward Island Ry is the only steam steam railway in Prince Edward Island therefore no taxes are assessed on railways by that province.

Salaries and Wages.

Year.	Number of Employees.	Salaries and Wages.	Ratio to Gross Earnings.	Ratio to Operating Expenses.
		$		
1910	123,768	67,167,793	38·61	55·78
1911	141,224	74,613,738	39·53	56·94
1912	155,901	94,237,623	39·79	57·92
1913	178,652	115,749,825	45·09	63·59
1914	159,142	111,762,972	45·97	62·43
1915	124,142	90,215,727	45·15	61·09
1916	144,770	104,300,647	39,82	57·95
1917	146,175	129,626,187	41·85	58·34
1918	143,493	152,274,953	46·14	55·59
1919	158,777	208,939,995	54·56	61·12

Wages and Salaries.

Items.	1915. $ cts.	1916. $ cts.	1917. $ cts.	1918. $ cts.	1919. $ cts.
1 to 5 General Offices Superintendence	10,122,122 04	10,335,711 11	14,957,705 43	17,075,814 44	22,985,070 54
6 to 26 Maintenance of Road and Equipment and Construction	37,824,178 90	44,001,341 77	53.237,311 21	64,432,547 93	93,308,553 59
27 to 29 Outside Traffic	683,857 08	978,043 93	715,306 98	738,057 19	1,403,463 63
30 to 40 } 46 to 47 } Agents, Operators, Misc. operation 59 to 65 }	18,014,089 76	19,117,544 62	26,306,422 37	30,310,862 42	42,332,795 32
41 to 45 Trainmen, Yard	4,742,048 21	5653,385 13	7031,963 84	8665,250 22	11,353,453 60
49 to 58 Trainmen, Road	18,829,431 02	24,214,615 44	27,377,475 41	31,052,420 68	37,556,657 93
Total	90,215,727 01	104,300,642 00	129,626,185 24	152,274,952 88	208,939,994 61

Employees and their Compensation 1919.

	Class of employees. (A)	Average Number of Employees.	Hours on duty and compensation.		
			Total number of hours on duty during year.	Total compensation during year.	
				$	c.
1	General officers	761	2,151,493	3,433,222	52
2	Division officers	1,157	4,618,485	2,883,670	12
3	Clerks	14,143	35,422,207	15,672,946	14
4	Messengers and attendants	439	1,318,342	317,239	16
5	Assistant engineers and draftsmen	479	1,243,259	677,992	60
6	M. W. and S. foreman (excluding Nos. 7 and 25)	920	2,755,396	1,465,468	03
7	Section foreman	5,812	13,058,862	8,302,347	25
8	General foremen, M. E. Department	137	359,451	283,676	24
9	Gang and other foremen, M. E. department	1,617	4,285,803	3,146,432	26
10	Machinists	4,430	10,351,399	7,097,735	58
11	Boiler makers	1,512	4,564,244	2,741,275	40
12	Blacksmiths	631	1,442,866	981,846	06
13	Masons and bricklayers	67	143,477	83,959	88
14	Structural iron workers	46	119,732	52,243	85
15	Carpenters	5,336	12,358,497	7,182,751	26
16	Painters and upholsterers	1,435	3,018,117	1,803,523	99
17	Electricians	522	1,228,611	753,436	09
18	Air-brake men	284	646,401	377,441	03
19	Car inspectors	1,844	5,210,681	2,916,116	76
20	Car repairers	3,536	8,809,102	4,780,439	06
21	Other skilled labour	7,061	16,213,114	8,918,123	51
22	Mechanics' helpers and apprentices	6,279	14,636,363	6,325,354	10
23	Section men	20,377	55,297,279	20,261,836	46
24	Other unskilled labour	13,486	34,602,788	11,858,877	71
25	Foremen of const. gangs and work trains	263	710,877	395,204	13
26	Other men in const. gangs and work trains	4,736	11,251,268	3,580,464	22
27	Travelling agents and solicitors	272	759,881	457,863	91
28	Employees in outside agencies	104	218,852	188,289	44
29	Other traffic employees	941	2,044,851	757,310	28
30	Train dispatchers and directors	533	1,445,625	1,384,179	94
31	Telegraphers, telephoners, and block operators	1,889	5,730,441	3,487,093	33
32	Telegraphers and telephoners operating interlockers	169	607,778	257,872	24
33	Levermen (non-telegraphers)	369	1,252,672	504,162	82
34	Telegrapher-clerks	340	1,068,106	545,190	84
35	Agent-telegraphers	2,960	9,115,645	5,496,877	24
36	Station agents (non-telegraphers)	717	2,189,964	1.140,030	78
37	Station masters and assistants	94	289,438	119,049	16
38	Station service (except Nos. 3, 34, 35, 36, and 47)	9,524	26,013,838	10,151,617	64
39	Yardmasters	330	1,106,545	801,594	97
40	Yardmasters' assistants (not yards clerks)	143	504,269	322,427	16
41	Yard engineers and motormen	1,065	3,520,204	2,382,841	10
42	Yard firemen and helpers	1,123	3,589,109	1,721,854	61
43	Yard conductors	1,199	3,707,106	2,390,481	91
44	Yard brakemen	2,516	6,835,199	4,350,005	11
45	Yard switch tenders	424	1,337,155	508,270	78
46	Other yard employees	292	837,354	234,834	20
47	Hostlers	1,538	4,222,437	1,829,959	63
48	Enginehouse watchmen and labourers	3,545	11,237,379	4,344,343	11
49	Road freight engineers and motormen	3,271	9,272,768	7,405,250	87
50	Road freight firemen and helpers	3,739	9,930,198	6,035,864	39
51	Road freight conductors	2,549	8,425,207	5,713,815	88
52	Road freight brakemen and flagmen	5,592	17,416,252	9,351,532	44
53	Road passenger engineers and motormen	968	2,583,818	2,627,243	26
54	Road passenger firemen and helpers	982	2,572,415	1,975,060	37
55	Road passenger conductor	738	3,154,588	1,719,510	79
56	Road passenger baggagemen	665	2,007,572	1,125,373	53
57	Road passenger brakemen and flagmen	991	2,774,397	1,545,429	45
58	Other road trainmen	50	128,569	57,576	95
59	Crossing flagmen and gatemen	674	2,220,683	780,808	34
60	Drawbridge operators	108	369,602	152,526	78
61	Floating-equipment employees	1,781	10,089,458	1,808,737	01
62	Express-service employees	757	1,924,037	674,503	71
63	Policemen and watchmen	698	2,384,539	841,538	96
64	All other transportation employees	804	2,628,519	1,014,457	52
65	All other employees	7,013	20,962,475	6,440,989	94
	Total	158,777	431,397.059	208,939,994	61

AVERAGE HOURLY COMPENSATION OF RAILWAY EMPLOYEES FOR 1917, 1918 AND 1919.

——	1917.	1918.	1919.
	$	$	$
1 General officers	....	....	....
2 Division officers	....	....	....
3 Clerks	·280	·307	·442
4 Messengers and attendants	·117	·178	·240
5 Assistant engineers and draftsmen	·355	·409	·545
6 M. W. and S. foreman (excluding Nos. 7 and 25)	·355	·394	·531
7 Section foremen	·279	·314	·635
8 General foremen, M. E. department	·487	·540	·787
9 Gang and other foremen, M. E. department	·385	·457	·734
10 Machinists	·422	·467	·685
11 Boiler makers	·394	·455	·600
12 Blacksmiths	·250	·423	·680
13 Masons and bricklayers	·350	·431	·585
14 Structural iron workers	·305	·334	·436
15 Carpenters	·304	·368	·581
16 Painters and upholsterers	·296	·362	·597
17 Electricians	·323	·373	·613
18 Air-brake men	·387	·342	·583
19 Car inspectors	·298	·321	·559
20 Car repairers	·263	·321	·542
21 Other skilled labour	·296	·350	·550
22 Machanics' helpers and apprentices	·237	·298	·432
23 Section men	·206	·237	·366
24 Other unskilled labour	·219	·252	·342
25 Foremen of const. gangs and work trains	·363	·329	·555
26 Other men in const. gangs and work trains	·212	·268	·315
27 Travelling agents and solicitors	·473	·471	·602
28 Employees in outside agencies	·557	·802	·860
29 Other traffic employees	·388	·445	·370
30 Train dispatchers and directors	·623	·704	·957
31 Telegraphers, telephoners, and block operators	·308	·382	·608
32 Telegraphers and telephoners operating interlockers	·258	·338	·424
33 Levermen (non-telegraphers)	·187	207	·402
34 Telegrapher-clerks	·284	·328	·510
35 Agent-telegraphers	·318	·381	·602
36 Station agents (non-telegraphers)	·322	·361	·520
37 Station masters and assistants	·243	·306	·411
38 Station service (except Nos. 3, 34, 35, 36 and 47)	·225	·257	·390
39 Yardmasters	·458	·507	·724
40 Yardmaster's assistants (not yard clerks)	·333	·416	·639
41 Yard engineers and motormen	·422	·532	·676
42 Yard firemen and helpers	·264	·334	·479
43 Yard conductors	·389	·444	·644
44 Yard brakemen	·375	·412	·636
45 Yard switch tenders	·201	·199	·380
46 Other yard employees	·163	·203	·280
47 Hostlers	·284	·303	·433
48 Enginehouse watchmen and labourers	·212	·247	·386
49 Road freight engineers and motormen	·538	·660	·798
50 Road freight firemen and helpers	·364	·437	·607
51 Road freight conductors	·483	·560	·678
52 Road freight brakemen and flagmen	·324	·338	·537
53 Road passenger engineers and motormen	·688	·838	1·017
54 Road passenger firemen and helpers	·413	·559	·767
55 Road passenger conductors	·589	·552	·798
56 Road passenger baggagemen	·375	·359	·560
57 Road passenger brakemen and flagmen	·372	·366	·556
58 Other road trainmen	·296	·488	·448
59 Crossing flagmen and gatemen	·146	·175	·351
60 Drawbridge operators	·189	·232	·412
61 Floating-equipment employees	·133	·155	·179
62 Express-service employees	·171	·257	·350
63 Policemen and watchmen	·219	·248	·352
64 All other transportation employees	·213	·244	·385
65 All other employees	·188	·220	·307
TOTAL	·288	·331	·484

CLASSIFICATION OF LOCOMOTIVES.

Locomotives.	1914.	1915.	1916.	1917.	1918.	1919.
Passenger	1,783	1,840	1,744	1,389	1,372	1,457
Freight	3,028	2,912	3,077	3,490	3,603	3,610
Switching	636	734	669	747	781	812

PASSENGER CARS.

Cars in Passenger Service.	1914.	1915.	1916.	1917.	1918.	1919.
First class	2,167	2,213	2,187	2,168	2,172	2,172
Second class	627	632	706	687	595	618
Combination	491	486	409	418	406	396
Emigrant	466	509	519	534	568	701
Dining	204	215	215	216	196	203
Parlour	130	138	138	155	166	164
Sleeping	500	538	556	562	555	550
Baggage, express and postal	1,378	1,457	1,458	1,462	1,514	1,513
Other	39	138	138	175	204	195
Totals	6,002	6,326	6,326	6,377	6,376	6,512

CAPACITY OF FREIGHT CARS.

—	1917.		1918.		1919.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	145,290	4,899,651	150,074	5,126,659	153,520	5,255,121
Flat	25,322	816,245	23,414	759,768	24,768	817,847
Stock	7,883	232,185	8,556	253,350	9,189	272,590
Coal	15,649	538,609	16,949	692,785	18,375	772,800
Tank	731	35,134	485	16,306	419	14,340
Refrigerator	5,324	155,510	5,893	176,890	6,022	180,800
Other	3,390	137,122	3,664	141,012	4,965	185,797
Totals	203,499	6,798,456	209,026	7,166,770	217,258	7,499,295

FUEL CONSUMED BY LOCOMOTIVES.

Fuel consumed.————tons:—

Class of Locomotives.	1915.	1916.	1917.	1918.	1919.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	3,642,056	5,273,546	5,675,606	5,852,935	5,185,560
Passenger	1,989,004	1,938,619	2,127,621	2,092,912	2,088,087
Mixed	378,574	421,425	524,917	445,058	499,467
Switching	854,651	1,053,739	1,463,820	1,454,384	1,345,598
Construction and special	39,133	307,794	338,835	328,055	332,306
Total	6,903,418	8,995,123	10,130,799	10,173,344	9,451,018

Cost per ton:—

1915	$ 3 02	1918	$ 5 17
1916	3 11	1919	5 52
1917	3 63		

Volume and cost of fuel:—

Year.	Tons.	Cost.
		$
1915	6,903,418	20,889,055
1916	8,995,123	27,961,186
1917	10,130,799	36,784,642
1918	10,173,344	52,630,430
1919	9,451,018	52,214,897

Fuel analysis for 1919:—

Class of Locomotive.	Coal.		Wood.	Other Fuel.		Total.	Miles Run.
	Anthracite.	Bituminous.		Oil.	Charcoal.		
	Tons.	Tons.	Cords.	Gallons.	Bushels.	Tons.	
Freight	856	5,011,110	23,324	26,508,074	47,029	5,185,560	60,615,563
Passenger		1,994,725	8,813	14,537,474	39,453	2,088,087	42,333,309
Mixed	3,049	488,598	2,647	1,061,712	4,665	499,467	8,591,046
Switching		1,320,820	6,457	3,379,764	18,098	1,345,598	24,006,047
Special	525	321,340	1,917	1,543,745	3,485	332,306	5,705,491
Total	4,430	9,136,593	43,158	47,030,769	112,730	9,451,018	141,251,456

Fuel consumed per 100 locomotive miles:—

Class of Locomotive.	Fuel Consumed per 100 Locomotive Miles.				
	1915.	1916.	1917.	1918.	1919.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	7·63	7·93	8·23	9·15	8 55
Passenger	4·85	4·59	4·83	5·12	4 93
Mixed	5·01	5·54	6·09	5·64	5·81
Switching	4·29	4·47	5·13	5·09	5·60
Construction or special	2·49	6·15	2·18	6·03	5·82

Cost per 100 locomotive miles:—

Class of Locomotive.	Cost of Fuel per 100 Locomotive Miles.				
	1915.	1916.	1917.	1918.	1919.
	$	$	$	$	$
Freight	23·04	24·66	29·87	47·30	47·22
Passenger	14·64	14·27	17·53	26·47	27·22
Mixed	15·13	17·22	22·10	29·15	32·09
Switching	12·95	13·90	18·62	26·32	30·94
Construction or special	7·51	19·12	7 91	31·17	32·15

ACCIDENTS TO PASSENGERS.

Accidents to passengers:—

Causes—Accidents to Passengers.	Killed.					Injured.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Collisions	1	3	6	13	2	90	68	88	104	25
Derailments	......	2	......	......	......	53	58	129	69	130
Parting of trains	......	......	......	......	......	2	4	7	13	1
Falling from trains, etc	7	3	5	4	3	30	35	33	34	31
Jumping on or off	4	7	7	8	11	62	51	56	38	43
Struck at highways	......	......	......	1	......	1	1	1	1	2
" stations	2	4	1	1	2	3	4	14	4	2
" other points	1	......	2	1	1	4	1	1	1	3
Other causes	2	1	3	4	15	59	69	81	58	59
Total	17	20	24	32	34	304	291	410	322	296

Accidents to employees:—

Causes—Accidents to Employees.	Killed.					Injured.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Coupling or uncoupling	9	12	16	9	11	78	135	187	182	172
Collisions	11	44	15	20	16	74	98	137	80	133
Derailments	9	12	13	12	18	53	104	72	92	144
Parting of trains	1	......	......	2	......	10	34	43	19	34
Locomotive or cars breaking down	1	......	1	......	3	17	13	30	27	39
Falling from trains or cars	17	23	30	12	24	182	244	311	293	286
Jumping on or off	3	4	12	14	3	120	174	233	239	240
Struck by trains, etc	44	40	75	62	49	70	132	115	154	126
Overhead obstructions	1	1	4	3	5	28	27	32	35	33
Other causes	6	13	11	20	22	314	494	749	747	653
Total	102	149	177	154	151	946	1,455	1,909	1,868	1,860

Classes of employees:—

Employees.	Killed.					Injured.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Trainmen	50	83	102	67	77	628	989	1,439	1,372	1,369
Trackmen	24	45	39	47	50	95	176	135	175	201
Switch tenders, etc	9	6	4	6	7	26	33	34	20	37
Stationmen	......	2	6	1	6	13	30	28	14	31
Shopmen	6	4	10	13	5	59	51	93	98	94
Telegraph employees	......	......	......	2	1	3	7	7	11	23
Other employees	13	9	16	18	5	122	169	173	178	105
Total	102	149	177	154	151	946	1,455	1,909	1,868	1,860

The record of accidents from the movement of trains for the years 1915 to 1919 is as follows:—

Year.	Killed.	Injured.
1915	366	1,578
1916	437	2,058
1917	419	2,682
1918	383	2,549
1919	359	2,546

Accidents.

1919.	Movement of trains.		Non-Movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	34	296	2	22
Employers	151	1,860	23	3,572
Trespassers	112	133	....	....
Non-trespassers	60	177	....	....
Postal clerks and others	2	80	2	22
Total	359	2,546	27	3,616

—	Killed, Movement of Trains.					Injured, Movement of Trains.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Passengers	17	20	24	32	34	304	291	410	322	296
Employees	102	149	177	154	151	946	1,455	1,909	1,868	1,860
Trespassers	168	191	150	129	112	147	141	124	140	133
Non-trespassers	73	77	64	64	60	167	158	193	173	177
Postal clerks, etc	......	......	4	4	2	14	13	46	46	80
Total	360	437	419	383	359	1,578	2,058	2,682	2,549	2,546

From other causes than the movement of trains:—

	Killed.				Injured.			
	1916.	1917.	1918.	1919.	1916.	1917.	1918.	1919.
Passengers	....	....	....	2	18	22	22	22
Trackmen etc	8	8	6	6	520	653	798	970
Stationmen	....	....	3	3	237	371	434	428
Shopmen	1	7	4	8	1,184	952	1,188	1,449
Other employees	16	17	11	6	936	711	1,064	725
Other persons	6	1	3	2	25	38	34	22
Total	31	33	27	27	2,920	2,747	3,540	3,616

ACCIDENTS AT HIGHWAY CROSSINGS.

Class of Highway Crossing.	Killed.					Injured.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Urban	30	26	29	40	32	68	68	88	76	79
Rural	36	41	29	33	30	44	30	56	56	79
Total	66	67	58	73	62	112	98	144	132	158

HIGHWAY CROSSINGS.

Year.	Protected Crossings.		Unprotected Crossings.	
	Urban.	Rural.	Urban.	Rural.
1909	587	492	1,767	15,426
1910	630	557	1,902	16,923
1911	692	661	2,026	16,655
1912	788	680	3,039	17,268
1913	844	827	2,658	18,681
1914	894	823	3,493	20,642
1915	948	1,032	2,759	20,105
1916	1,003	1,090	2,867	21,265
1917	987	1,085	3,886	23,379
1918	1,028	1,049	3,832	20,985
1919	1,087	1,079	2,908	21,111

Crossings—How Protected.	1916.		1917.		1918.		1919.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates	88	189	59	202	43	224	46	240
By bridges	312	208	301	190	295	195	303	201
By subways	407	290	429	293	399	301	419	307
By bells	259	187	271	187	272	190	287	219
By watchmen	24	129	25	115	40	118	24	120
Total	1,090	1,003	1,085	987	1,049	1,028	1,079	1,087

RAILWAY TIES CONSUMPTION.

(Exclusive of new construction).

Class.	Number of Ties.				Cost of Ties.			
	1916.	1917.	1918.	1919.	1916.	1917.	1918.	1919.
					$	$	$	$
Cedar	834,276	631,673	610,158	1,259,841	392,569	293,689	381,377	997,092 16
Oak	364,372	460,903	686,886	807,142	259,324	334,210	592,747	929,097 63
Hemlock	157,781	197,118	304,103	1,360,533	57,199	73,281	137,211	942,021 71
Spruce	98,857	196,087	88,482	893,864	22,922	54,633	28,645	631,967 95
Fir	58,342	62,483	63,678	267,858	22,689	23,220	25,903	165,735 77
Tamarack	245,790	813,697	180,269	1,091,836	97,886	379,608	102,526	843,442 70
Pine	368,347	1,309,852	1,849,615	3,124,427	182,610	634,373	995,596	2,448,147 80
Chestnut	46,170	134,087	36,477	58,241	26,269	76,788	24,724	52,135 47
Soft Wood	22,425	11,457	....	9,492	7,843	5,388	....	7,878 36
Hardwood	14,888	10,776	....	9,748	13,480	2,694	....	7,642 94
Treated	3,084,234	3,106,636	2,732,598	728,485	1,631,069	1,624,436	1,471,266	590,280 21
Unclassified	1,090,892	1,918,092	1,233,655	2,144,906	480,602	865,854	941,317	1,754,076 65
Total	6,386,464	8,852,861	7,785,831	11,856,373	3,194,472	4,368,124	4,701,312	9,369,519 35

AVERAGE COST OF TIES.

Class.	Average Cost per Tie.			
	1916.	1917.	1918.	1919.
	cts.	cts.	cts.	cts.
Cedar	47·0	46·4	62·5	79·2
Oak	71·1	72·4	86·3	$1 02
Hemlock	36·2	37·1	45·1	69·2
Spruce	20·3	22·2	32·4	70·7
Fir	38·8	37·1	40·6	61·8
Tamarack	35·7	46·6	56·8	77·2
Pine	49·5	48·4	54·0	78·3
Chestnut	56·8	57·2	67·7	90·0
Soft wood	34·9	46·6	....	83·0
Hardwood	90·0	25·0	....	78·4
Treated	52·8	52·2	53·8	81·0
Unclassified	44·0	45·1	76·3	81·7
Total	50·8	49·3	60·3	79·0

ELECTRIC RAILWAYS.

MILEAGE.

First track mileage:—

1910	1,047·07	1915	1,590·29
1911	1,223·73	1916	1,724·71
1912	1,308·17	1917	1,743·54
1913	1,356·63	1918	1,616·36
1914	1,560·82	1919	1,696·52

Analysis of mileage:—

Length of Tracks.	1915.	1916.	1917.	1918.	1919.
	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track	1,590·29	1,730·73	1,743·54	1,616·36	1,696·52
Length of second main track	348·88	276·52	345·72	453·11	482·36
Total length of main track	1,939·17	2,007·25	2,089·26	2,069·47	2,178·88
Length of sidings and turnouts	163·78	184·79	188·70	206·57	220·92
Total, computed as single track	2,102·95	2,192·04	2,277·96	2,276·04	2,399·80

Table 1, following steam railways, will afford information in detail with respect to mileage.

CAPITALIZATION.

Stocks and funded debt:—

Year.	Stocks.	Funded Debt.	Total.
	$	$	$
1910	58,653,826	43,391,153	102,044,979
1911	62,251,203	49,281,144	111,532,347
1912	70,829,118	52,012,828	122,841,946
1913	62,079,767	79,155,864	141,235,631
1914	66,311,098	81,284,244	147,595,342
1915	66,696,675	83,647,327	150,344,002
1916	67,738,275	87,157,309	154,895,584
1917	70,606,520	90,628,219	161,234,793
1918	73,864,820	93,388,273	167,253,093
1919	93,042,368	78,852,188	171,894,556

Details will be found in table 2. It may be explained, however, that the foregoing capitalization does not include $493,346 of cash aid given to electric railways by governments and municipalities.

INCOME ACCOUNT.

	1918.		1919.	
Earnings and Income—				
Gross earnings from operation	$24,299,889 69		$35,696,532 34	
Operating expenses	17,535,974 63		26,839,070 77	
Net operating Revenue		$ 6,763,915 06		$ 8,857,461 57
Miscellaneous income		$ 2,311,176 60		$ 2,723,510 02
Total corporate Income		$ 9,075,091 66		11,580,971 59
Deductions from Income—				
Taxes	$2,122,618 84		$ 2,504,295 36	
Interest—funded debt	2,784,848 84		2,919,543 07	
" floating debt	978,874 63		913,036 55	
Other deductions	263,731 90		3,777,550 88	
Total deductions		6,150,074 21		10,114,425 86
Total Net Income		$ 2,925,017 45		$ 1,466,545 73
Deductions from net Income—				
Reserves, etc	$ 1,466,339 35		$ 1,394,921 52	
Dividends	1,671,358 93		1,508,716 00	
Total		$ 3,137,698 28		$ 2,903,637 52
Deficit		$ 212,680 83		$ 1,437,091 79

EARNINGS AND OPERATING EXPENSES.

Gross earnings	$35,696,532 34
Operating expenses	26,839,070 77

The ratio of operating expenses to gross earnings was 75·18.

Analysis of gross earnings:—

——	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.
Car earnings—				
Passengers	18,937,723 86	27,621,582 36	21,943,644 04	32,836,609 79
Freight	1,218,763 88	1,547,919 60	1,575,408 57	2,045,303 31
Mails and express	112,309 43	132,401 46	129,317 96	163,703 74
Other car earnings	134,359 96	464,402 18	139,104 86	105,548 39
	20,402,761 13	29,766,305 60	23,787,475 43	35,151,165 23
Miscellaneous earnings—				
Advertising	89,198 97	89,972 70	97,014 12	131,764 48
Rent of land and buildings	24,608 34	30,942 29	29,581 32	35,702 75
Rent of tracks	19,450 83	22,100 97	17,709 99	21.656 55
Rent of equipment	21,358 86	24,776 64	27,216 23	17,972 56
Sale of power	59,325 27	80.265 22	98,826 52	88,984 41
Other miscellaneous earnings	189,816 10	223,300 12	242,066 68	249,286 36
Total miscellaneous earnings	403,758 47	471,357 94	512,414 26	545,367 11
Gross earnings undistributed	6,609,765 00	....	....	....
Gross earnings from operation	27,416,284 60	30,237,663 54	24,299,889 69	35,696,532 34

GROSS EARNINGS.

Year.	Gross Earnings.	Year.	Gross Earnings.
	$		$
1910	17,100,789	1915	26,922,900
1911	20,356,952	1916	27,416,285
1912	23,499,250	1917	30,237,664
1913	28,216,111	1918	24,299,890
1914	29,691,007	1919	35,696,532

EARNINGS FROM TRANSPORTATION.

Year.	Passengers.	Freight.	Mail, etc.	Other.	Total.
	$	$	$	$	$
1910	16,125,945	575,537	68,604	51,241	16,821,377
1911	19,130,376	744,179	88,233	100,930	20,063,719
1912	22,007,750	1,025,372	78,819	67,022	23,499,250
1913	*19,794,400	1,211,871	72,516	85,793	21,164,580
1914	*21,181,328	1,123,910	84,515	105,162	22,494,915
1915	*18,879,689	982,041	79,696	82,672	20,024,099
1916	*18,937,328	1,218,764	112,309	134,360	20,402,761
1917	27,621,582	1,547,920	132,402	464,402	29,766,306
1918	*21,943,644	1,575,408	129,318	139,105	23,787,475
1919	32,836,610	2,045,303	163,704	105,548	35,151,165

*Omit facts relating to Montreal Tramways Co.

Tables 4 and 5 will afford details with respect to gross earnings and operating expenses.

Operating Expenses.

Operating Expenses.	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.
Maintenance of way and structures	984,627 53	1,209,900 62	1,684,561 97	2,792,258 13
Maintenance of equipment	1,386,227 87	1,646,611 02	2,204,875 57	3,868 378 71
Operation of power plant	2,921,725 58	3,012,809 71	3,083,383 47	4,435 063 96
Operation of cars	6,929,133 37	7,581,389 37	7,810 063 13	11,801,071 50
General, Traffic, Superintendence, etc	2,171,138 30	2,046,151 79	2,753,090 49	3,942,298 47
Total	‡18,099,905 65	*20,098,634 35	17,535,974 63	26,839,070 77

‡Items lacking for $3,707,053.00. *Items lacking for $4,601,771.84.

Maintenance of way and structures—

	1918.	1919.
Superintendence	$ 74,612,54	$ 81,081 12
Ballast	9,855 82	17,620,57
Ties	64,299 34	105,384 32
Rails	35,177 57	46,770 19
Rail fastenings, etc	23,415 69	77,267 62
Special work	40,831 84	78,063 07
Underground construction	3,258 29	4,035 36
Roadway and track labour	465,902 51	857,064 43
Paving	34,233 30	75,228 95
Miscellaneous track expenses	178,793 06	229,949 19
Cleaning and sanding track	75,282 93	164,242 27
Removal of snow, etc	245,523 10	362,621 13
Tunnels	329 92	38 22
Elevated structures, etc	24	....
Bridges, trestles and culverts	26,793 07	38,987 26
Crossings, fences, etc	13,790 40	21,766 18
Signal and interlocking systems	17,806 61	9,479 77
Telephone and telegraph	6,178 72	8,232 72
Other miscellaneous way expenses	30,471 02	33,817 80
Poles and fixtures	9,334 59	16,804 33
Transmission system	74,016 11	63,244 53
Distribution system	151,287 97	203,302 13
Miscellaneous line expenses	47,688 76	158,215 57
Buildings and structures	60,386 41	146,274 78
Other operations—Dr	5,416 05	1,766 62
" —Cr	10,123 89	....

Equipment—

	1918.	1919.
Superintendence	$ 77,947 48	$ 92,124 02
Power plant equipment	23,915 55	102,077 69
Substation equipment	34,215 60	55,410 54
Passenger and combination cars	877,394 01	1,619,653 81
Freight, express and mail cars	34,929 43	97,087 61
Locomotives	23,983 50	23,328 18
Service cars	119,473 12	23,275 20
Electric equipment of cars	767,724 91	1,191,518 12
Electric equipment of locomotives	36,860 80	58,349 88
Shop machinery and tools	19,670 27	25,384 09
Shop expenses	91,539 94	164,278 11
Horses and vehicles	38,435 72	50,666 60
Other miscellaneous expenses	37,545 22	347,180 43
Other operations—Dr	21,075 02	18,044 43
" —Cr	735 00	....

Traffic—

	1918.	1919.
Superintendence and solicitation	$ 18,848 24	$ 24,906 81
Advertising	35,200 97	48,710 68
Miscellaneous expenses	22,317 75	19,594 66

Conducting transportation—power—

Superintendence	$ 488,040 77	$ 699,336 13
Power plant employees	102,564 45	242,074 56
Substation employees	102,924 83	122,740 20
Fuel for power	185,053 13	413,136 58
Water for power	3,277 37	8,453 25
Lubricants	3,502 55	9,326 88
Miscellaneous expenses	26,890 59	44,693 93
Substation supplies, etc	88,108 85	108,878 96
Power purchased	2,551,789 56	3,497,754 84
Other operations, Dr	61,819 22	41,782 91
" —Cr	42,547 08	53,778 15

Operation of cars—

Passenger conductors, motormen, etc	$ 6,026,371 24	$ 9,082,786 27
Freight " "	208,746 86	338,643 95
Miscellaneous car employees	162,055 39	210,171 36
Miscellaneous car expenses	402,296 69	672,430 80
Station employees	236,944 08	304,352 04
Station expenses	56,357 09	74,770 69
Carhouse employees	449,385 11	667,625 27
Carhouse expenses	107,339 69	201,277 17
Signal and interlocking	41,966 89	74,255 92
Telephone and telegraph	10,519 71	10,042 05
Express and freight delivery	36,365 14	79,356 47
Loss and damage	5,719 05	34,730 59
Other transportation expenses	65,796 19	50,628 92

General and miscellaneous—

General officers	$ 307,430 78	$ 387,986 46
General office clerks	437,942 40	576,248 03
General office expenses	72,852 51	84,488 13
Law expenses	56,501 42	72,540 99
Relief department	3 82	20,694 41
Miscellaneous	271,371 45	448,187 91
Other operations—Dr	43,820 32	67,039 00
" —Cr	105 59	....

Undistributed accounts—

Injuries and damages	$ 301,979 18	$ 531,332 69
Insurance	263,399 45	355,571 92
Stationery and printing	60,587 15	95,763 57
Store expenses	52,763 49	113,406 24
Stable expenses	35,146 27	41,102 55
Rent of tracks	147,538 62	154,530 77
Rent of equipment	135,451 49	200,857 52

Following is a summary of operating expenses by accounting divisions—

Way and structures	$ 1,684,561 97	$ 2,792,258 13
Equipment	2,204,875 57	3,868,378 71
Traffic	76,366 96	93,212 15
Transportation—superintendence	488,040 77	699,336 13
" —power	3,083,383 47	4,435,063 96
" —cars	7,810,063 13	11,801,071 50
General	1,191,817 11	1,657,184 93
Undistributed accounts	996,865 65	1,492,565 26
Total	$17,535,974 63	$26,839,070 77

The volume of freight hauled in 1919 was 2,474,892 tons as compared with 2,497,530 tons in 1918:—

The number of fare passengers carried in 1919 was 686,124,263.

Passenger traffic:—

1910	360,964,876
1911	426,296,792
1912	488,865,682
1913	597,863,801
1914	614,709,819
1915	562,302,373
1916	580,094,167
1917	629,441,997
1918	487,365,456
1919	686,124,263

Car mileage:—

	1919.
Passenger cars	103,998,809
Other cars	2,962,798
Total	106,961 607

EQUIPMENT IN SERVICE.

Classes of Cars, etc.	1915.	1916.	1917.	1918.	1919.
Passenger, closed	2,447	1,986	2,041	2,061	3,077
Passenger, open	824	513	447	387	538
Passenger, combination	792	765	628	618	725
Freight	693	658	621	703	726
Mail, express and bagage	40	42	49	39	41
Combination, freight	23	13	16	15	16
Work	216	197	198	186	208
Snowploughs	58	45	48	52	60
Sweepers	127	102	99	91	135
Miscellaneous	109	121	148	162	193
Total	5,329	4,442	4,295	4,314	5,719

EMPLOYEES.

Numbers:—

1915	14,795
1916	10,622
1917	11,696
1918	11,646
1919	17,242

Salaries and wages:—

1915	$10,781,199 04
1916	8,767,734 17
1917	9,451 685 31
1918	11,840,863 86
1919	17,210,851 72

Employees.	1915.	1916.	1917.	1918.	1919.
General administration—					
General officers	132	140	148	148	173
General office clerks	771	583	601	708	985
Maintenance—					
Superintendents	99	103	84	80	82
Other employees	4,121	2,008	3,112	3,007	5,253
Transportation	144	112	125	112	118
Other employees	9,528	7,676	7,626	7,591	10,631
Total	14,795	10,622	11,696	11,646	17,242

ACCIDENTS.

Year.	Killed.				Injured.			
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.
1901	3	1	11	15	158	58	98	314
1902	9	1	22	32	410	33	120	563
1903	10	17	22	39	504	62	212	778
1904	10	3	40	53	508	64	272	844
1905	30	3	23	56	862	87	347	1,296
1906	11	2	34	47	1,085	127	441	1,653
1907	27	7	37	71	988	216	532	1,736
1908	18	6	43	67	1,156	188	539	1,883
1909	11	7	50	68	1,303	218	618	2,139
1910	14	13	68	95	1,595	227	716	3,538
1911	11	8	83	102	1,784	300	586	2,670
1912	16	8	86	110	1,950	442	736	3,128
1913	17	12	44	73	1,662	392	490	2,544
1914	9	13	42	64	1,757	469	581	2,807
1915	14	6	44	64	1,554	413	638	2,605
1916	18	4	28	50	1,905	305	819	3,029
1917	11	10	42	63	1,541	395	792	2,728
1918	9	12	56	77	1,451	383	762	2,596
1919	10	37	47	94	1,600	621	1,290	3,511

RAILWAY STATISTICS

STATISTIQUE DES CHEMINS DE FER

TABLE 1—Summary of mileage Operated for the Year
TABLEAU 1—Sommaire du nombre de milles de chemins de fer

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Single Track.—Voie simple.						
		Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — A bail.	Under Contract, etc. — A l'entreprise, etc.	Under Trackage Rights — En vertu de droit de circulation.	Total.
		Main line — Ligne-mère.	Branches and spur — Embr. et rameaux.					
1	Algoma Central and Hudson Bay	317·25	21·32		9·23		0·98	348·78
2	Algoma Eastern	83·89	4·04		1·52		2·39	91·84
3	Alberta Great Waterways	113·20					18·20	131·40
4	Atlantic, Quebec and Western	102·44	0·64					103·08
5	Brandon, Sask. and Hudson Bay	69·45						69·45
6	British Yukon	85·80	15·32					101·12
7	Canada and Gulf Terminal	35·80						35·80
8	Canada Southern	226·18	154·36				16·91	397·45
9	Canadian National—							
10	Intercolonial	1,518·00	28·91		45·81			1,592·72
11	Prince Edward Island	276·29	2·58					278·87
12	International of New Brunswick	109·72					0·62	110·34
13	St. John and Quebec	120·35						120·35
14	Transcontinental	1,811·65			189·50		5·60	2,006·75
15	Elgin and Havelock	26·11	0·16					26·27
16	Moncton and Buctouche	29·93	0·25					30·18
17	Salisbury and Albert	44·77	0·16					44·93
18	St. Martins	28·73	0·07					28·80
19	York and Carleton	6·25						6·25
20	Canadian Northern			8,711·04	393·46	253·99	170·22	9,528·71
21	Canadian Pacific	2,894·70	4,884·50	3,986·60	1,445·90	82·90	93·90	13,388·50
22	Cape Breton	31·00						31·00
23	Caraquet and Gulf Shore	84·78						84·78
24	Central Canada	48·50						48·50
25	Central Vermont	116·60	8·60					125·20
26	Crows Nest Southern	74·18						74·18
27	Cumberland	32·00						32·00
28	Detroit River Tunnel Co	2·72						2·72
29	Dominion Atlantic	169·98	72·49		31·69		14·29	288·45
30	Eastern British Columbia	14·00						14·00
31	Edmonton, Dunvegan and British Columbia	357·00	49·80					406·80
32	Essex Terminal	19·00	2·00					21·00
33	Esquimalt and Nanaimo	139·70	59·50					199·20
34	Fredericton and Grand Lake Coal and Railway Co	35·00						35·00
35	Grand Trunk	3,343·31		223·76			11·74	3,578·81
36	Grand Trunk Pacific	1,650·15	25·00		1·70	2·64	122·09	1,801·58
37	Grand Trunk Pacific Branch Lines	991·67	10·98			32·14	4·16	1,038·95
38	Hereford	52·85	0·21					53·06
39	Inverness Rly. and Coal Co	60·91						60·91
40	Kent Northern	27·00						27·00
41	Kettle Valley	308·51			47·17		38·51	394·19
42	Klondyke Mines	31·81						31·81
43	Lotbiniere and Megantic	30·00						30·00
44	Maganetawan	1·91						1·91
45	Maine Central	5·10						5·10
46	Manitoba Great Northern	91·77					0 99	92·76
47	Maritime Coal Rly. and Power Co	12·00						12·00
48	Massawippi Valley				35·46		2·95	38·41
49	Midland of Manitoba	6·40					69·02	75·42
50	Montreal and Atlantic	102·40			82·00			184·40
51	Morrissey, Fernie and Michel		10·85					10·85
52	Napierville Junction	27·06			1·40			28·46
53	Nelson and Fort Sheppard	55·42					5·43	60·85
54	New Brunswick Coal and Rly. Co	58·00						58·00

SESSIONAL PAPER No. 10b

ending June 30, 1919—All tracks.
exploités durant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées.

Second Track—Voie double.										
Constructed during year. — Construit durant l'année.	Steel rails — Rails d'acier.	Represented by Capital Stock. — Représentées par le capital-actions. Main line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux.	Proprietary Companies. — Compagnies propriétaires.	Under Lease. — A bail.	Under Trackage Rights. — En vertu de droit de circulation.	Total.	Constructed during year. — Construit durant l'année.	Steel rails. — Rails d'acier.	Number—Numéro.
....	347·80	....	....	....	....	....	....	....	....	1
....	89·45	....	....	....	....	....	....	....	....	2
236·80	113·20	....	....	....	....	....	....	....	....	3
....	103·08	....	....	....	....	....	....	....	....	4
....	69·45	....	....	....	....	....	....	....	....	5
....	101·12	....	....	....	....	....	....	....	....	6
....	35·80	....	....	....	....	....	....	....	....	7
....	380·54	226·18	16·86	....	....	1·60	244·64	....	243·04	8
										9
....	1,592·72	37·23	....	....	37·62	....	74·85	....	74·85	10
....	278·87	....	....	....	....	....	....	....	....	11
....	109·72	....	....	....	....	....	....	....	....	12
....	120·35	....	....	....	....	....	....	....	....	13
....	2,001·15	5·31	....	....		....	5·31	....	5·31	14
....	26·27	....	....	....	....	....	....	....	....	15
....	30·18	....	....	....	....	....	....	....	....	16
....	44·93	....	....	....	....	....	....	....	....	17
....	28·80	....	....	....	....	....	....	....	....	18
....	6·25	....	....	....	....	....	....	....	....	19
77·03	9,358·49	....	....	1·23	....	....	1·23	1·23	1·23	20
....	13,294·60	1,159·60	....	....	269·80	....	1,429·40	1·80	1,429·40	21
....	31·00	....	....	....	....	....	....	....	....	22
1·50	84·78	....	....	....	....	....	....	....	....	23
....	48·50	....	....	....	....	....	....	....	....	24
....	125·20	....	....	....	....	....	....	....	....	25
....	74·18	....	....	....	....	....	....	....	....	26
....	32·00	....	....	....	....	....	....	....	....	27
....	2·72	....	....	....	....	....	....	....	....	28
....	274·16	....	....	....	....	13·85	13·85	....	....	29
....	14·00	....	....	....	....	....	....	....	....	30
....	406·80	....	....	....	....	....	....	....	....	31
....	21·00	....	....	....	....	....	....	....	....	32
....	199·20	....	....	....	....	....	....	....	....	33
....	35·00	....	....	....	....	....	....	....	....	34
....	3,567·07	711·23	....	12·25	....	3·99	727·47	....	723·48	35
4·18	1,679·49	25·97	....	....	....	1·46	27·43	....	25·97	36
....	1,034·79	....	....	....	....	....	....	....	....	37
....	53·06	....	....	....	....	....	....	....	....	38
....	60·91	....	....	....	....	....	....	....	....	39
....	27·00	....	....	....	....	....	....	....	....	40
....	355·68	....	....	....	....	....	....	....	....	41
....	31·81	....	....	....	....	....	....	....	....	42
....	30·00	....	....	....	....	....	....	....	....	43
....	1·91	....	....	....	....	....	....	....	....	44
....	5·10	....	....	....	....	....	....	....	....	45
....	91·77	....	....	....	....	....	....	....	....	46
....	12·00	....	....	....	....	....	....	....	....	47
....	35·46	....	....	....	....	....	....	....	....	48
....	6·40	....	....	....	....	....	....	....	....	49
....	184·40	6·50	....	....	....	....	6·50	....	6·50	50
....	10·85	....	....	....	....	....	....	....	....	51
....	28·46	....	....	....	....	....	....	....	....	52
....	55·42	....	....	....	....	....	....	....	....	53
....	58·00	....	....	....	....	....	....	....	....	54

TABLE 1—Summary of mileage Operated for the Year
TABLEAU 1—Sommaire du nombre de milles de chemins de fer

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Single Track.—Voie simple.						
		Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — A bail.	Under Contract, etc. — A l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total.
		Main line — Ligne-mère.	Branches and spurs — Embr. et rameaux.					
55	New Westminster Southern	4·68						4·68
56	Northern New Brunswick and Seaboard	19·80						19·80
57	North Shore	6·13	2·50					8·63
58	Nosbonsing and Nipissing	5·50						5·50
59	Ottawa and New York	56·90					1·90	58·80
60	Pacific Great Eastern	180·27						180·27
61	Pere Marquette	199·13					137·84	336·97
62	Philipsburg Rly. and Quarry Co	6·00						6·00
63	Quebec Central	138·00	139·00					277·00
64	Quebec, Montreal and Southern	190·78	1·40					192·18
65	Quebec Oriental	100·00						100·00
66	Quebec Rly., Light and Power Co	27·50				3·47		30·97
67	Red Mountain	9·47						9·47
68	Roberval-Saguenay	20·00	17·00					37·00
69	Rutland and Noyan	3·39						3·39
70	St. Clair Tunnel	2·24						2·24
71	St. Lawrence and Adirondack	33·44			12·70		14·26	60·40
72	Sydney and Louisburg	39·17	29·68	1·05	1·20			71·10
73	Temiscouata	113·00						113·00
74	Temiskaming and Northern Ontario.	252·29	76·21					328·50
75	Thousand Islands	6·08	0·25					6·33
76	Toronto, Hamilton and Buffalo	79·88	20·07				4·36	104·31
77	Vancouver, Victoria and Eastern	269·61					92·13	361·74
78	Victoria and Sydney, B.C	15·97						15·97
79	Victoria Terminal Rly. and Ferry Co.	0·99						0·99
80	Wabash (in Canada)						245·40	245·40
	Final total	17,661·46	5,637·85	12,922·45	2,298·74	375·14	1,073·89	39,969·53

ending June 30, 1919—All tracks.—Continued.
exploités pendant l'exercice terminé le 30 juin 1919—Toutes les voies ferrées—suite.

Second Track—Voie double.

Constructed during year. — Construit durant l'année.	Steel rails — Rails d'acier.	Represented by Capital Stock. — Représentées par le capital-actions. Main line. — Lignemère.	Branches and spurs — Embr. et rameaux.	Proprietary Companies. — Compagnies propriétaires.	Under Lease. — A bail.	Under Trackage Rights, — En vertu de droit de circulation.	Total.	Constructed during year. — Construit durant l'année.	Steel — Rails d'acier.	Number—Numéro.
....	4·68	....	....	....	....	....	....	....	....	55
....	19·80	....	....	....	....	....	....	....	....	56
....	8·63	....	....	....	....	....	....	....	....	57
....	5·50	....	....	....	....	....	....	....	....	58
....	56·90	....	....	....	....	....	....	....	....	59
....	180·27	....	....	....	....	....	....	....	....	60
....	199·13	....	....	....	....	136·57	136·57	....	....	61
....	6·00	....	....	....	....	....	....	....	....	62
....	277·00	....	....	....	....	....	....	....	....	63
....	192·18	....	....	....	....	....	....	....	....	64
....	100·00	....	....	....	....	....	....	....	....	65
....	30·97	9·50	....	....	....	....	9·50	....	9·50	66
....	9·47	....	....	....	....	....	....	....	....	67
....	37·00	....	....	....	....	....	....	....	....	68
....	3·39	....	....	....	....	....	....	....	....	69
....	2·24	....	....	....	....	....	....	....	....	70
....	46·14	....	....	....	....	....	....	....	....	71
....	71·10	1·00	....	....	....	....	1·00	....	1·00	72
....	113·00	....	....	....	....	....	....	....	....	73
....	328·50	1·70	....	....	....	....	1·70	....	1·70	74
....	6·33	....	....	....	....	....	....	....	....	75
....	99·95	14·07	....	....	....	0·37	14·44	....	14·07	76
....	269·61	7·12	....	....	....	....	7·12	....	7·12	77
....	15·97	....	....	....	....	....	....	....	....	78
....	0·99	....	....	....	....	....	....	....	....	79
....	....	....	....	....	....	96·74	96·74	....	....	80
319·51	38,895·64	2,205·41	16·86	13·48	307·42	254·58	2,797·75	3·03	2,543·17	

TABLE I—Summary of mileage Operated for the Year
TABLEAU I—Sommaire du nombre de milles de chemins de fer

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Yard Track and Sidings—Voies de garage et d'évitement.						
		Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — A bail.	Under Contract, etc. — A l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total.
		Main-Line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux.					
1	Algoma Central and Hudson Bay....	26·97	0·68	....	13·33	.....	....	40·98
2	Algoma Eastern....................	7·95	....	....	4·25	.....	1·04	13·24
3	Alberta Great Waterways...........	7·18	....	....	....	.....	....	7·18
4	Atlantic, Quebec and Western........	1·80	....	....	....	.....	....	1·80
5	Brandon, Sask. and Hudson Bay....	10·43	....	....	....	.....	....	10·43
6	British Yukon....................	....	....	....	....	.....	....	....
7	Canada and Gulf Terminal..........	2·00	....	....	....	.....	....	2·00
8	Canada Southern..................	188·81	50·67	....	....	.....	7·65	247·13
9	Canadian National:—							
10	Intercolonial..................	550·13	....	....	....	.....	....	550·13
11	Prince Edward Island............	38·93	....	....	....	.....	....	38·93
12	International of New Brunswick...	6·27	....	....	....	.....	....	6·27
13	St. John and Quebec..............	8·12	....	....	....	.....	....	8·12
14	Transcontinental..................	368·45	....	....	62·75	.....	....	431·20
15	Elgin and Havelock...............	0·84	....	....	....	.....	....	0·84
16	Moncton and Buctouche...........	0·73	....	....	....	.....	....	0·73
17	Salisbury and Albert..............	3·95	....	....	....	.....	....	3·95
18	St. Martins.......................	0·55	....	....	....	.....	....	0·55
19	York and Carleton.................	0·34	....	....	....	.....	....	0·34
20	Canadian Northern................	....	....	1.117·57	121·80	53·82	2·95	1,296·14
21	Canadian Pacific..................	2,652·00	....	....	1,218·50	.....	....	3,870·50
22	Cape Breton......................	....	....	....	....	.....	....	....
23	Caraquet and Gulf Shore............	3·05	....	....	....	.....	....	3·05
24	Central Canada....................	3·44	....	....	....	.....	....	3·44
25	Central Vermont...................	7·93	....	....	....	.....	....	7·93
26	Crows' Nest Southern...............	13·83	....	....	....	.....	....	13·83
27	Cumberland........................	16·00	....	....	....	.....	....	16·00
28	Detroit River Tunnel Co............	....	....	....	....	.....	....	....
29	Dominion Atlantic..................	15·74	12·46	....	5·50	.....	6·00	39·70
30	Eastern British Columbia...........	1·96	....	....	....	.....	....	1·96
31	Edmonton, Dunvegan and British Columbia........................	25·35	4·92	....	....	.....	3·80	34·07
32	Essex Terminal.....................	14·00	....	....	....	.....	....	14·00
33	Esquimalt and Nanaimo............	40·60	....	....	....	.....	....	40·60
34	Fredericton and Grand Lake Coal and Rly. Co......................	....	....	....	....	.....	....	....
35	Grand Trunk.......................	1,362·30	....	42·76	....	.....	....	1,405·06
36	Grand Trunk Pacific................	346·48	....	....	....	1·21	33·92	381·61
37	Grand Trunk Pacific Branch Lines..	121·07	....	....	....	.....	....	121·07
38	Hereford..........................	8·46	....	....	....	.....	....	8·46
39	Inverness Rly. and Coal Co.........	8·20	....	....	....	.....	....	8·20
40	Kent Northern.....................	....	....	....	....	.....	....	....
41	Kettle Valley......................	23·61	....	....	6·28	.....	2·29	32·18
42	Klondyke Mines....................	2·00	....	....	....	.....	....	2·00
43	Lotbiniere and Megantic............	4·00	....	....	....	.....	....	4·00
44	Maganetawan......................	....	....	....	....	.....	....	....
45	Maine Central......................	....	....	....	....	.....	....	....
46	Manitoba Great Northern...........	9·59	....	....	....	.....	....	9·59
47	Maritime Coal Rly. and Power Co..	....	7·50	....	....	.....	....	7·50
48	Massawippi Valley..................	....	....	....	10·58	.....	....	10·58
49	Midland of Manitoba...............	11·11	....	....	....	.....	....	11·11
50	Montreal and Atlantic..............	41·60	....	....	....	.....	....	41·60
51	Morrissey, Fernie and Michel........	....	....	....	....	.....	....	....
52	Napierville Junction................	3·36	....	....	....	.....	....	3·36
53	Nelson and Fort Sheppard..........	3·35	....	....	....	.....	....	3·35

ending June 30, 1919—All tracks—Continued.
exploités pendant l'exercice terminé le 30 juin 1919—Toutes les voies ferrées—suite.

Constructed during year. — Construit durant l'année.	Steel rails. — Rails d'acier.	Total Mileage Operated—All Tracks—Total de milles exploités—Toutes les voies. Represented by Capital Stock. — Représentées par le capital-actions. Main Line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux	Proprietary Companies. — Compagnies propriétaires.	Under Lease. — A bail.	Under Contract, etc. — A l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total.	Constructed during year. — Construit durant l'année.	Steel rails. — Rails d'acier.	Number—Numéro.
....	40·98	344·22	22·00	....	22·56	.....	0·98	389·76	....	388·78	1
....	12·20	91·84	4·04	....	5·77	.....	3·43	105·08	....	101·65	2
9·79	7·18	120·38	....	....	....	.....	18·20	138·58	246·59	120·38	3
....	1·80	104·24	0·64	....	....	.....	....	104·88	....	104·88	4
....	10·43	79·88	....	....	....	.....	....	79·88	....	79·88	5
....	....	85·80	15·32	....	....	.....	....	101·12	....	101·12	6
....	2·00	37·80	....	....	....	.....	....	37·80	....	37·80	7
....	239·48	641·17	221·89	....	....	.....	26·16	889·22	....	863·06	8
											9
27·17	550·13	2,105·36	28·91	....	83·43	.....	....	2,217·70	27·17	2,217·70	10
3·92	38·93	315·22	2·58	....	....	.....	....	317·80	3·92	317·80	11
0·51	6·27	115·99	....	....	....	.....	0·62	116·61	0·51	115·99	12
0·27	8·12	128·47	....	....	....	.....	....	128·47	0·27	128·47	13
36·12	431·20	2,185·41	....	....	252·25	.....	5·60	2,443·26	36·12	2,437 66	14
....	0·84	26·95	0·16	....	....	.....	....	27·11	....	27·11	15
....	0·73	30·66	0·25	....	....	.....	....	30·91	....	30·91	16
....	3·95	48·72	0·16	....	....	.....	....	48·88	....	48·88	17
....	0·55	29·28	0·07	....	....	.....	....	29·35	....	29·35	18
....	0·34	6·59	....	....	....	.....	....	6·59	....	6·59	19
117·01	1,293·19	....	....	9,829·84	515·26	307·81	173·17	10,826·08	195·27	10,652·91	20
43·60	3,870·50	6,706·30	4,884·50	3,986·60	2,934·20	82·90	93·90	18,688·40	45·40	18,594·50	21
....	....	31·00	....	....	....	.....	....	31·00	....	31·00	22
....	3·05	87·83	....	....	....	.....	....	87·83	....	87·83	23
....	3·44	51·94	....	....	....	.....	....	51·94	1·50	51·94	24
....	7·93	124·53	8·60	....	....	.....	....	133·13	....	133·13	25
....	13·83	88·01	....	....	....	.....	....	88·01	....	88·01	26
....	16·00	48·00	....	....	....	.....	....	48·00	....	48·00	27
....	....	2·72	....	....	....	.....	....	2·72	....	2·72	28
....	33·70	185·72	84·95	....	37·19	.....	34·14	342·00	....	307·86	29
....	1·96	15·96	....	....	....	.....	....	15·96	....	15·96	30
....	30·27	382·35	54·72	....	....	.....	3·80	440·87	....	437·07	31
....	14·00	33·00	2·00	....	....	.....	....	35·00	....	35·00	32
7·60	40·60	180·30	59·50	....	....	.....	....	239·80	7·60	239·80	33
....	....	35·00	....	....	....	.....	....	35·00	....	35·00	34
....	1,405·06	5,416·84	....	278·77	....	.....	15·73	5,711·34	....	5,695·61	35
....	347·69	2,022·60	25·00	....	1·70	3·85	157·47	2,210·62	4·18	2,053·15	36
....	121·07	1,112·74	10·98	....	....	32·14	4·16	1,160·02	....	1,155·86	37
....	8·46	61·31	0·21	....	....	.....	....	61·52	....	61·52	38
....	8·20	69·11	....	....	....	.....	....	69·11	....	69·11	39
....	....	27·00	....	....	....	.....	....	27·00	....	27·00	40
....	29·89	332·12	....	....	53·45	.....	40·80	426·37	....	385·57	41
....	2·00	33·81	....	....	....	.....	....	33·81	....	33·81	42
....	4·00	34·00	....	....	....	.....	....	34·00	....	34·00	43
....	....	1·91	....	....	....	.....	....	1·91	....	1·91	44
....	....	5·10	....	....	....	.....	....	5·10	....	5·10	45
....	9·59	101·36	....	....	....	.....	0·99	102·35	....	101·36	46
1·50	7·50	12·00	7·50	....	....	.....	....	19·50	1·50	19·50	47
....	10·58	....	....	....	46·04	.....	2·95	48·99	....	46·04	48
....	11·11	17·51	....	....	....	.....	69·02	86·53	....	17·51	49
....	41·60	150·50	....	....	82·00	.....	....	232·50	....	232·50	50
....	....	....	10·85	....	....	.....	....	10·85	....	10·85	51
....	3·36	30·42	....	....	1·40	.....	....	31·82	....	31·82	52
....	3·35	58·77	....	....	....	.....	....	5·43	64·20	58·77	53

TABLE I—Summary of mileage Operated for the Year
TABLEAU I—Sommaire du nombre de milles de chemins de fer

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Yard Track and Sidings—Voies de garage et d'évitement.						
		Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — A bail.	Under Contract, etc. — A l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total.
		Main-Line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux.					
54	New Brunswick Coal and Rly. Co.	7·00						7·00
55	New Westminster Southern	0·73						0·73
56	Northern New Brunswick Seaboard							
57	North Shore	1·37						1·37
58	Nosbonsing and Nipissing							
59	Ottawa and New York	11·68						11·68
60	Pacific Great Eastern	19·11						19·11
61	Pere Marquette	74·81					23·03	97·84
62	Philipsburg Rly. and Quarry Co.							
63	Quebec Central							
64	Quebec, Montreal and Southern	23·13	4·09					27·22
65	Quebec Oriental							
66	Quebec Rly., Light and Power Co.		6·93					6·93
67	Red Mountain	2·84						2·84
68	Roberval-Saguenay	2·00	1·00					3·00
69	Rutland and Noyan	0·39						0·39
70	St. Clair Tunnel	0·35						0·35
71	St. Lawrence and Adirondack	11·62			3·29			14·91
72	Sydney and Louisburg		52·79					52·79
73	Temiscouata							
74	Temiskaming and Northern Ont.	89·88	25·51					115·39
75	Thousand Islands	1·00						1·00
76	Toronto, Hamilton and Buffalo	74·60						74·60
77	Vancouver, Victoria and Eastern	63·21						63·21
78	Victoria and Sydney, B.C.	1·62						1·62
79	Victoria Terminal Rly. and Ferry Co	0·58						0·58
80	Wabash (in Canada)						135·08	135·08
	Final total	6,348·40	166·55	1,160·33	1,446·28	55·03	215·76	9,392·3

ending June 30, 1919—All tracks—Concluded.
exploités pendant l'exercice terminé le 30 juin 1919—Toutes les voies ferrées—fin.

Constructed during year.—Construit durant l'année.	Steel rails.—Rails d'acier.	Total Mileage Operated—All Tracks—Total de milles exploités—Toutes les voies.									Number—Numéro.
		Represented by Capital Stock.—Représentées par le capital-actions.		Proprietary Companies.—Comprgnies propriétaires.	Under lease.—A bail.	Under Contract, etc.—A l'entreprise, etc.	Under Trackage Rights,—En vertu de droit de circulation.	Total.	Constructed during year.—Construit durant l'année.	Steel rails.—Rails d'acier.	
		Main Line.—Ligne-mère.	Branches and spurs.—Embr. et rameaux								
....	7·00	65·00	....	....	....	.....	....	65·00	....	65·00	54
....	0·73	5·41	....	....	....	.....	....	5·41	....	5·41	55
....	....	19·80	....	....	....	.....	....	19·80	....	19·80	56
....	1·37	7·50	2·50	....	....	.....	....	10·00	....	10·00	57
....	....	5·50	....	....	....	.....	....	5·50	....	5·50	58
....	11·68	68·58	....	....	....	.....	1·90	70·48	....	68·58	59
....	19·11	199·38	....	....	....	.....	....	199·38	....	199·38	60
....	74·81	273·94	....	....	....	.....	297·44	571·38	....	273·94	61
....	....	6·00	....	....	....	.....	....	6·00	....	6·00	62
....	....	138·00	139·00	....	....	.....	....	277·00	....	277·00	63
....	27·22	213·91	5·49	....	....	.....	....	219·40	....	219·40	64
....	....	100·00	....	....	....	.....	....	100·00	....	100·00	65
....	6·93	37·00	6·93	....	....	3·47	....	47·40	....	47·40	66
....	2·84	12·31	....	....	....	.....	....	12·31	....	12·31	67
....	3·00	22·00	18·00	....	....	.....	....	40·00	....	40·00	68
....	0·39	3·78	....	....	....	.....	....	3·78	....	3·78	69
....	0·35	2·59	....	....	....	.....	....	2·59	....	2·59	70
....	14·91	45·06	....	....	15·99	.....	14·26	75·31	....	61·05	71
....	52·79	40·17	82·47	1·05	1·20	.....	....	124·89	....	124·89	72
....	....	113·00	....	....	....	.....	....	113·00	....	113·00	73
....	115·39	343·87	101·72	....	....	.....	....	445·59	....	445·59	74
....	1·00	7·08	0·25	....	....	.....	....	7·33	....	7·33	75
11·50	74·60	168·55	20·07	....	....	.....	4·73	193·35	11·50	188·62	76
....	63·21	339·94	....	....	....	.....	92·13	432·07	....	339·94	77
....	1·62	17·59	....	....	....	.....	....	17·59	....	17·59	78
....	0·58	1·57	....	....	....	.....	....	1·57	....	1·57	79
....	....	....	....	....	....	.....	477·22	477·22	....	....	80
258·99	9,176·59	26,215·27	5,821·26	14,096·26	4,052·44	430·17	1,544·23	52,159·63	581·53	50·615·40	

TABLE 2—Summary of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1919.

TABLEAU 2—Sommaire du nombre de milles de chemin de fer à voie unique possédés dans les provinces, pour l'exercice terminé le 30 juin 1919.

NOVA SCOTIA—NOUVELLE-ÉCOSSE.

Name of Railway. — Nom du chemin de fer.	Mileage owned on June 30. — Milles possédés le 30 juin.		Increase. — Augmentation.	Decrease — Diminution.
	1919.	1918.		
Canadian Govt. Railways (Intercolonial)	575·94	576·20		0·26
Canadian Northern System	374·49	368·20	6·29	
Cape Breton	31·00	31·00		
Cumberland	32·00	32·00		
Dominion Atlantic	274·16	274·16		
Inverness Railway and Coal Co	60·91	60·91		
Maritime Coal, Rly. and Power Co	12·00	15·00		3·00
Sydney and Louisburg	71·10	70·27	0·83	
Total	1,431·60	1,427·74	3·86	
Canadian Govt. Railways (P.E. Island)	278·87	278·81	0·06	

NEW BRUNSWICK—NOUVEAU-BRUNSWICK.

Name of Railway. — Nom du chemin de fer.	1919.	1918.	Increase. — Augmentation.	Decrease — Diminution.
Canadian Govt. Railways (Intercolonial)	509·35	509·31	0·04	
Canadian Pacific	533·80	533·80		
Caraquet and Gulf Shore	84·78	34·78		
Elgin and Havelock	26·27	27·00		0·73
Fredericton and Grand Lake	35·00	35·00		
International of New Brunswick	109·72	111·30		1·58
Kent Northern	27·00	27·00		
Maine Central	5·10	5·10		
Moncton and Buctouche	30·18	34·00		3·82
National Transcontinental	256·19	256·23		0·04
New Brunswick Coal and Rly. Co	58·00	58·00		
North Shore	8·63	8·63		
Northern New Brunswick and Seaboard	19·80	19·80		
Salisbury and Albert	44·93	45·00		0·07
St. Martins	28·80	30·00		1·20
St. John and Quebec	120·35	119·87	0·48	
Temiscouata	44·00	44·00		
York and Carleton	6·25	10·50		4·25
Total	1,948·15	1,959·32		11·17

TABLE 2—Summary of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1919—Continued.

TABLEAU 2—Sommaire du nombre de milles de chemin de fer à voie unique possédés dans les provinces, pour l'exercice terminé le 30 juin 1919—suite.

QUEBEC—QUÉBEC.

Name of Railway. — Nom du chemin de fer.	Mileage owned on June 30. — Milles possédés le 30 juin.		Increase. — Augmentation.	Decrease. — Diminution.
	1919.	1918.		
Atlantic, Quebec and Western	103·08	103·08		
Canada and Gulf Terminal	35·80	35·80		
Canadian Govt. Railways (Intercolonial)	507·43	506·84	0·59	
Canadian Northern System	720·27	654·03	66·24	
Canadian Pacific	1,075·50	1,075·50		
Central Vermont	125·20	125·20		
Grand Trunk	514·76	514·76		
Hereford	52·39	52·39		
Lotbiniere and Megantic	30·00	30·00		
Massawippi Valley	35·46	35·46		
Montreal and Atlantic	162·90	162·90		
Napierville Junction	28·46	27·06	1·40	
National Transcontinental	707·10	706·56	0·54	
Philipsburg Railway and Quarry Co	6·00	6·00		
Quebec Central	277·00	277·00		
Quebec Rly., Light and Power Co	30·97	30·82	0·15	
Quebec Oriental	100·00	100·00		
Quebec, Montreal and Southern	192·18	192·18		
Rutland and Noyan	3·39	3·39		
Roberval-Saguenay	37·00	36·80	0·20	
St. Lawrence and Adirondack	46·14	46·14		
Temiscouata	69·00	69·00		
Total	4,860·03	4,790·91	69·12	

ONTARIO.

Name of Railway. — Nom du chemin de fer.	1919.	1918.	Increase. — Augmentation.	Decrease. — Diminution.
Algoma Central and Hudson Bay	347·80	347·80		
Algoma Eastern	89·45	89·45		
Canada Southern	380·54	380·54		
Canadian Northern System	2,172·26	2,227·88		55·62
Canadian Pacific	3,286·30	3,286·30		
Detroit River Tunnel	2·72	1·45	1·27	
Essex Terminal	21·00	21·00		
Grand Trunk	3,052·31	3,052·31		
Maganetawan	1·91	1·91		
National Transcontinental	948·04	950·33		2·29
Nosbonsing and Nipissing	5·50	5·50		
Ottawa and New York	56·90	56·90		
Pere Marquette	199·13	198·81	0·32	
St. Clair Tunnel	1·23	1·23		
Temiskaming and Northern Ontario	328·50	328·50		
Thousand Islands	6·33	6·33		
Toronto, Hamilton and Buffalo	99·95	100·30		0·35
Total	10,999·87	11,056·54		56·67

TABLE 2—Summary of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1919—Continued.

TABLEAU 2—Sommaire du nombre de milles de chemin de fer à voie unique possédés dans les provinces, pour l'exercice terminé le 30 juin 1919—suite.

MANITOBA.

Name of Railway. — Nom du chemin de fer.	Mileage owned on June 30. — Milles possédés le 30 juin.		Increase. — Augmentation.	Decrease. — Diminution.
	1919.	1918.		
Brandon, Saskatchewan and Hudson Bay	69·45	69·45	....	....
Canadian Northern System	1,990·79	1,968·87	21·92	....
Canadian Pacific	1,727·80	1,727·80	....	....
Grand Trunk Pacific	213·45	213·95	....	0·50
Manitoba Great Northern	91·77	91·77	....	....
Midland of Manitoba	6·40	6·40	....	....
National Transcontinental	89·82	89·80	0·02	....
Total	4,189·48	4,168·04	21·44	....

SASKATCHEWAN.

Canadian Northern System	2,226·21	2,232·80	....	6·59
Canadian Pacific	2,777·10	2,777·10	....	....
Grand Trunk Pacific	409·68	416·51	....	6·83
Grand Trunk Pacific Branch Lines	735·45	735·45	....	....
Total	6,148·44	6,161·86	....	13·42

ALBERTA.

Canadian Northern System	1,143·19	1,137·09	6·10	....
Canadian Pacific	1,901·30	1,901·30	....	....
Edmonton, Dunvegan and British Columbia	406·80	406·80	....	....
Grand Trunk Pacific	373·00	368·92	4·08	....
Grand Trunk Pacific Branch Lines	299·34	297·18	2·16	....
Alberta and Great Waterways	113·20	113·20	....	....
Central Canada	48·50	48·50	....	....
Total	4,285·33	4,272·99	12·34	....

TABLE 2—Summary of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1919—Concluded.

TABLEAU 2—Sommaire du nombre de milles de chemin de fer à voie unique possédés dans les provinces, pour l'exercice terminé le 30 juin 1919—fin.

BRITISH COLUMBIA—COLOMBIE BRITANNIQUE.

Name of Railway. — Nom du chemin de fer.	Mileage owned on June 30. — Milles possédés le 30 juin. 1919.	1918.	Increase. — Augmentation.	Decrease — Diminution.
British Yukon	31·22	31·22		
Canadian Northern System	517·00	517·00		
Canadian Pacific	1,816·10	1,816·10		
Crow's Nest Southern	74·18	74·18		
Eastern British Columbia	14·00	14·00		
Esquimalt and Nanaimo	199·20	199·20		
Grand Trunk Pacific	683·36	682·19	1·17	
Kettle Valley	355·68	355·68		
Morrissey, Fernie and Michel	10·85	10·85		
Nelson and Fort Sheppard	55·42	55·42		
New Westminster Southern	4·68	15·18		10·50
Pacific Great Eastern	180·27	180·27		
Red Mountain	9·47	9·59		0·12
Vancouver, Victoria and Eastern	269·61	269·61		
Victoria and Sidney, B.C.	15·97	15·97		
Victoria Terminal Rly. and Ferry Co	0·99	0·99		
Total	4,238·00	4,247·45		9·45

YUKON TERRITORY—TERRITOIRE DU YUKON.

British Yukon	69·90	69·90		
Klondike Mines (not in operation)	31·81	31·81		
	101·71	101·71		

UNITED STATES—ÉTATS-UNIS.

Canadian Northern System	214·28	214·28		
Canadian Pacific	176·70	176·70		
Hereford	0·67	0·67		
Montreal and Atlantic	21·50	21·50		
St. Clair Tunnel	1·01	1·01		
Total	414·16	414·16		
Grand total	38,895·64			

TABLE 3—Railway Capital at close of year ending June 30, 1919.
TABLEAU 3—Capital des ch. de fer à la fin de l'exercice clos le 30 juin 1919.

Name of Railway. — Nom du chemin de fer.	Stocks. — Actions.	Funded Debt.—Dette consolidée.			
	Amount Outstanding — En circulation.	Bonds. — Obligations, de priorité.	Miscellaneous Obligations. — Obligations. diverses.	Equipment Trust Obligations. — Oblig. des cies de trust p. matériel roulant.	Total Railway Capital. — Capitalisation totale.
	$	$	$	$	$
Algoma Central and Hudson Bay	10,000,000	10,398,800	...	234,000	20,632,800
Algoma Eastern	3,000,000	2,500,000	...	440,200	5,940,200
Atlantic, Quebec and Western	2,000,000	4,598,675	...	...	6,598,675
Alberta and Great Waterways	50,000	7,400,000	...	...	7,450,000
Bedlington and Nelson*	1,000,000	...	...	...	1,000,000
Brandon, Saskatchewan and Hudson Bay	2,150,000	...	...	...	2,150,000
British Yukon	2,934,119	2,044,760	...	...	4,978,879
Canada and Gulf Terminal	600,000	740,000	...	...	1,340,000
Canada Southern	15,000,000	22,630,000	...	...	37,630,000
Canadian Northern System	100,000,500	299,506,090	...	28,926,500	428,433,090
Canadian Pacific†	556,966,803	3,650,000	...	8,460,000	569,076,803
Atlantic and North West	...	6,453,200	...	...	6,453,200
Calgary and Edmonton	...	5,458,894	...	...	5,458,894
Lindsay, Bobcaygeon and Pontypool	...	500,000	...	...	500,000
Manitoba, South Western Colonization	...	2,544,000	...	...	2,544,000
Guelph Junction	170,000	...	...	...	170,000
New Brunswick	...	7,821,127	...	...	7,821,127
New Brunswick and Canada	...	170,000	...	...	170,000
Fredericton	...	100,000	...	...	100,000
St. John and Maine	...	216,664	...	...	216,664
New Brunswick Southern	...	500,000	...	...	500,000
Ontario and Quebec	21,502,591	...	...	...	21,502,591
St. Lawrence and Ottawa	...	973,333	...	...	973,333
St. Stephen and Milltown	50,000	...	...	...	50,000
Shuswap and Okanagan	...	108,527	...	...	108,527
Joliette and Brandon	...	125,000	...	...	125,000
Toronto, Grey and Bruce	...	3,500,000	...	...	3,500,000
Cape Breton	1,000,000	...	...	...	1,000,000
Caraquet	1,250,000	500,000	...	...	1,750,000
Crow's Nest Southern	4,295,000	...	...	...	4,295,000
Central Vermont:					
Montreal and Province Line	1,000,000	200,000	...	...	1,200,000
Montreal and Vermont Junction	1,000,000	...	...	...	1,000,000
Stanstead, Shefford and Chambly	608,750	155,865	...	...	764,615
Central Canada	625,000	...	2,000,000	...	2,625,000
Detroit River Tunnel	3,000,000	...	18,000,000	...	21,000,000
Dominion Atlantic	2,433,333	5,998,166	...	...	8,431,499
Eastern British Columbia	420,000	...	...	...	420,000
Edmonton, Dunvegan and British Columbia	250,000	9,420,000	...	...	9,670,000
Elgin and Havelock	44,900	50,000	...	...	94,900
Essex Terminal	300,000	420,000	...	...	720,000
Esquimalt and Nanaimo	2,500,000	4,832,000	...	...	7,332,000
Fredericton and Grand Lake	140,000	465,000	...	...	605,000
Grand Trunk	241,237,589	173,554,167	...	5,491,000	420,282,756
Buffalo and Lake Huron	2,605,632	4,279,456	...	...	6,885,088
Central Counties	500,000	380,000	...	...	880,000
Pembroke Southern	178,000	150,000	...	...	328,000
Grand Trunk Pacific	24,942,000	173,782,100	...	...	198,724,100
G.T.P. Branch Lines	1,002,000	16,786,440	...	...	17,788,440
Hereford	800,000	800,000	...	...	1,600,000
International Bridge Co	1,500,000	512,260	...	...	2,012,260

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*Line abandoned and tracks removed.
*Ligne abondonnée et voies enlevées.
†This includes $216,284,882 of Consolidated Debenture Stock.
†Cette somme comprend $216,284,882 d'actions privilégiées.

TABLE 3—Railway Caiptal at close of year ending June 30, 1919. —Concluded.
TABLEAU 3—Capital des ch. de fer à la fin de l'exercice clos le 30 juin 1919—fin.

Name of Railway. — Nom du chemin de fer.	Stocks. — Actions.	Funded Debt.—Dette consolidée.			
	Outstanding — En circulation.	Bonds. — Obligations de priorité.	Miscellaneous Obligations. — Obligations diverses.	Equipment Trust Obligations. — Oblig. des cies de trust p. matériel roulant.	Total Railway Capital. — Capitalisation totale.
	$	$	$	$	$
Kent Northern	75,000	32,000			107,000
Kettle Valley*	375,000	13,530,000			13,905,000
Klondike Mines	1,375,000	1,091,250			2,466,250
Lake Erie and Detroit River	1,400,000	3,000,000			4,400,000
Lake Champlain and St. Lawrence Junction	600,000	378,000			978,000
Lotbinière and Megantic	50,000				50,000
Manitoba Great Northern	2,066,000				2,066,000
Maritime C. R. & P.	2,027,600	1,612,000			3,639,600
Massawippi Valley	800,000				800,000
Midland of Manitoba	4,800,000				4,800,000
Montreal and Atlantic	3,200,000	1,065,000			4,265,000
Moncton and Buctouche	250,000	60,000			310,000
Morrissey, Fernie and Michel	1,263,000				1,263,000
Napierville Junction	600,000				600,000
Nelson and Fort Sheppard	2,846,800				2,846,800
New Westminster Southern	600,000				600,000
North Shore (N.B.)	98,000	35,000			133,000
Northern New Brunswick and Seaboard	298,500	297,000			595,500
Ottawa and New York	1,000,000	1,100,000			2,100,000
Pacific Great Eastern	25,000,000	20,160,000			45,160,000
Père Marquette (Canada)		5,870,000			5,870,000
Philipsburg Ry. and Quarry Co.	124,500	40,000			164,500
Quebec Central	3,381,603	6,233,406			9,615,009
Quebec, Montreal and Southern	1,000,000		6,000,000		7,000,000
Quebec Oriental	119,500	2,095,074			2,214,574
Red Mountain	412,600				412,600
Roberval-Saguenay	2,000,000	1,260,000			3,260,000
Rutland and Noyan	100,000	100,000			200,000
Salisbury and Albert	150,000	250,000			400,000
St. Clair Tunnel	700,000	2,500,000			3,200,000
St. Lawrence and Adirondack	1,236,675	918,892			2,155,567
St. Martins	99,000	90,000			189,000
Temiscouata	1,000,000	3,099,669			4,099,669
Thousand Islands	60,000	50,000			110,000
Toronto, Hamilton and Buffalo	4,512,500	5,280,000		600,000	10,392,500
Vancouver, Victoria and Eastern	23,500,000				23,500,000
Victoria and Sidney	103,000	300,000			403,000
Victoria, Terminal and Ferry Co.	500				500
York and Carleton	105,000				105,000
Final totals	1,094,385,995	844,671,815	26,000,000	44,151,700	†2,009,209,510

*On 22·19 miles only. For stock.

*Sur 22·19 milles seulement. Sur actions.

†This total includes $25,000,000 of Income Bonds issued by the Canadian Northern System, and $275,000 by the Ottawa & New York.

†Dans ce total sont compris les $25,000,000 d'obligations participant aux dividendes, émises par le réseau du chemin de fer Canadian Northern et les $275,000 par le chemin de fer Ottawa & New York.

TABLE 4—Statement of Aid, granted and paid to Railways
TABLEAU 4—Relevé de l'aide accordée et payée aux chemins de fer

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	By Dominion Government. — Par le gouvernement fédéral.			By Provincial — Par les	
		Subsidy Granted. — Subsides accordés	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Name of Province. — Nom de la province.	Subsidy Granted. — Subsides accordés.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern} abandoned	50,460 00	50,460 00	....	New Brunswick	48,680 00
2	Harvey Branch}	5,553 57	5,553 57	....	"	9,000 00
3	Alberta Central (C.P.Ry.).	404,480 00	404,480 00	....	....	....
4	Algoma Central and Hudson Bay..................	2,048,704 00	2,048,704 00	....	Ontario........	199,620 00
5	Algoma Eastern............	547,648 00	547,648 00	....	"	265,000 00
6	Atlantic, Quebec and Western......................	902,800 00	902,800 00	....	....	....
7	Bruce Mines and Algoma, act., Lake Huron and N. Ontario.................	53,920 00	53,920 00	....	Ontario.........	50,918 00
8	Canada and Gulf Terminal.	210,053 59	210,053 59	....	Quebec.........	....
9	Canada Southern, including Sarnia, Chatham and Erie, Leamington and St. Clair	51,200 00	51,200 00	....	Ontario.........	147,859 00
10	Can. Government Rlys.— Intercolonial, including Canada Eastern........	374,839 84	374,839 84	....	....	....
11	Drummond County......	423,936 00	423,936 00	....	Quebec.........	....
12	Fredericton and St. Mary's Bridge..........	30,000 00	30,000 00	....	....	....
13	Nova Scotia Steel and Coal Co.'s Ry..........	40,000 00	39,840 00	....	Nova Scotia....	40,000 00
14	Prince Edward Island....	....	....	....	....	....
15	Canadian Northern: including....................	374,606 00	374,606 00	25,000,000	....	....
16	Bay of Quinte............	350,455 25	350,455 25	....	Ontario.........	84,000 00
17	Brockville, Westport and Northwestern..........	140,800 00	140,800 00	....	"	....
18	Central Ontario..........	205,862 79	205,862 79	....	"	278,000 00
19	Marmora Rly. and Mining Co....................	30,720 00	30,720 00	....	"	19,149 39
20	Edmonton, Yukon and Pacific.................	160,000 00	91,200 00	....	....	....
21	Irondale, Bancroft and Ottawa................	144,000 00	144,000 00	....	Ontario.........	315,000 00
22	Manitoba.................	....	....	....	Manitoba.......	641,575 25
23	Ontario and Rainy River	1,534,526 00	1,534,526 00	....	Ontario.........	1,072,800 00
24	Port Arthur, Duluth and Western...............	271,200 00	271,200 00	....	"	255,571 00
25	Halifax and South Western...................	819,874 93	819,874 93	....	Nova Scotia....	....
26	Central of N.S. and N.S. Southern...............	653,776 00	653,776 00	....	"	....
27	Halifax and Yarmouth...	160,000 00	160,000 00	....	"	156,499 33
28	Liverpool and Milton.....	32,000 00	32,000 00	....	....	....
29	Middleton and Victoria Beach..................	125,760 00	125,760 00	....	....	....
30	Quebec and Lake St.John.	1,454,695 00	1,261,463 50	....	Quebec.........	2,533,000 00
31	Can. Northern Ontario.....	14,775,872 00	14,485,635 26	....	Ontario.........	....
32	Can. Northern Quebec......	2,020,616 89	2,020,616 89	....	Quebec.........	1,194,129 46
33	Can. Northern Alberta.....	3,120,000 00	3,120,000 00	....	....	....
34	Can. Northern Pacific......	5,987,520 00	5,987,520 00	....	....	....
35	Central Ry. Co. of Canada.	30,145 02	30,145 02	....	....	....
36	Canadian Pacific:— Owned—	30,369,374 70 10,189,521 00	30,369,374 70 10,189,521 00	....	Manitoba....... British Columbia...........	375,377 50 37,500 00
37	Canada Central...........	1,525,250 00	1,525,250 00	....	Ontario.........	1,479,000 00
38	Lake Timiskaming Colonization................	310,335 95	310,335 95	....	Quebec.........	350,076 82
39	Montreal and Western....	361,270 00	361,270 00	....	"	472,500 00
40	North Shore.............	1,500,000 00	1,500,000 00	....	....	....
41	Quebec, Montreal, Ottawa and Occidental......	....	....	....	Quebec.........	727,000 00

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†Secured by the Guaranteed Bonds of the Co.—†Garanti par les obligations de la compagnie.

by Governments and Municipalities, to June 30, 1919.
par les gouvernements et les municipalitiés jusqu'au 30 juin 1919.

Governments. — gouvernements provinciaux.			By Municipalities. — Par les municipalités.				Number—Numéro.
Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
48,680 00							1
9,000 00							2
							3
199,620 00							4
265,000 00							5
							6
50,918 00			500 00	500 00			7
			20,600 00	20,600 00			8
147,859 00			322,500 00	322,500 00			9
							10
							11
			15,000 00	15,000 00			12
40,000 00			4,000 00	4,000 00			13
							14
						650,000 00	15
84,000 00			197,990 43	197,990 43			16
			116,000 00	116,000 00			17
278,000 00			93,500 00	93,500 00			18
19,149 39							19
							20
135,000 00							21
641,575 25							22
1,072,800 00			50,000 00	50,000 00			23
255,571 00			40,000 00	40,000 00			24
	†4,447,000 00						25
			88,874 17	88,874 17			26
156,499 33			15,338 93	15,338 93			27
							28
							29
2,368,816 88			12,000 00	12,000 00		450,000 00	30
			20,000 00	20,000 00			31
1,194,129 46			82,000 00	82,000 00		200,000 00	32
							33
							34
							35
372,157 50 37,500 00			572,500 00	464,761 29			36
1,479,000 00						42,500 00	37
350,076 82							38
472,500 00							39
							40
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62		41

TABLE 4—Statement of Aid, granted and paid to Railways
TABLEAU 4—Relevé de l'aide accordée et payée aux chemins de

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	By Dominion Government. — Par le gouvernement fédéral.			By Provincial — Par les	
		Subsidy Granted — Subsides accordés.	Subsidy Paid ud. — Subsides payés.	Loan. — Prêts.	Name of Province. — Nom de la province.	Subsidy Granted. — Subsides accordés.
	Canadian Pacific—*Con.*	$ cts.	$ cts.	$ cts.		$ cts.
	Leased—					
42	Alberta Ry. and Irrigation Co	148,094 00	148,094 00			
43	Esquimalt and Nanaimo	1,520,560 00	1,520,560 00			
44	Kingston and Pembroke	48,000 00	48,000 00		Ontario	456,493 00
45	St. Maurice Valley	173,120 00	173,120 00		“	
46	Atlantic and North West	3,888,800 00	3,888,800 00		Quebec	711,122 00
47	Cap de la Madeleine	7,424,00	7,424 00			
48	Columbia and Kootenay	88,800 00	88,800 00			
49	Credit Valley				Ontario	531,000 00
50	Fredericton				N.B	230,000 00
51	Guelph Junction	51,200 00	46,000 00		Ontario	
52	Guelph and Goderich				“	
53	Lindsay, Bobcaygeon and Pontypool	185,173 06	185,173 06		“	52,500 00
54	Manitoba and Northwestern				Manitoba	
55	Manitoba South West Colonization				“	
56	Montreal and Lake Maskinongé	41,280 00	41,280 00		Quebec	87,750 00
57	Montreal and Ottawa	192,000 00	192,000 00		Ontario	100,000 00
					Quebec	182,210 00
58	Nakusp and Slocan	121,600 00	117,760 00		B.C	
59	New Brunswick				N.B	76,000 00
60	New Brunswick and Canada				“	575,000 00
61	New Brunswick Southern				“	413,000 00
62	Nicola, Kamloops and Similkameen	300,800 00	300,800 00		“	
63	Northern Colonization	355,200 00	355,200 00		Quebec	96,000 00
64	Ontario and Quebec	196,000 00	196,000 00		Ontario	
65	Ottawa, Northern and Western	950,000 00	821,009 20		Ontario	50,000 00
					Quebec	1,316,389 15
66	Oxford Mountain	202,926 50	202,926 50		Quebec	138,884 92
67	Saskatchewan and Western				Manitoba	
68	Shuswap and Okanagan	163,200 00	163,200 00			
69	St. John Bridge and Ry. Extension			433,900 00	N.B	5,181 81
70	St. John and Maine				“	880,000 00
71	St. Lawrence and Ottawa				Ontario	
72	St. Mary's and Western Ontario	67,709 00	67,709 00		“	
73	St. Stephen and Milltown	14,848 00	14,848 00		N.B	13,920 00
74	Tilsonburg, Lake Erie and Pacific	158,871 48	150,071 48		Ontario	38,564 00
75	Tobique Valley	134,016 00	134,016 00		N.S	70,000 00
76	Toronto, Grey and Bruce	14,656 00	14,656 00		Ontario	375,282 00
77	Vancouver and Lulu Island	61,670 00	61,670 00			
78	West Ontario Pacific	60,000 00	60,000 00		Ontario	
79	Cape Breton	196,800 00	196,800 00		N.S	99,200 00
80	Caraquet	224,000 00	224,000 00		N.B	180,000 00
81	Central Canada	175,000 00	162,030 00		Alberta	175,000 00
82	Gulf Shore	53,699 20	53,699 20		“	41,950 00
83	Colchester Coal and Ry. Co	12,800 00	12,800 00			
84	Cumberland Ry. and Coal Co	44,800 00	39,850 00		N.S	184,450 00
	Dominion Atlantic, including—					
85	Windsor and Annapolis	1,193,369 00	1,193,369 00			
86	Cornwallis Valley	44,800 00	44,800 00		N.S	44,800 00
87	Western Counties	500,000 00	500,000 00		“	679,197 45
88	Midland of N.S	399,060 40	399,060 40		“	185,600 00

by Governments and Municipalities, to June 30, 1919—Continued.
fer par les gouvernements et les municipalitiés jusqu'au 30 juin 1919—suite.

Governments. — gouvernements provinciaux.			By Municipalities. — Par les municipalités.				Number—Numéro.
Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscriptions to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							42
							43
456,493 00			509,320 00	509,320 00			44
							45
699,192 08						325,000 00	46
							47
							48
531,000 00			1,085,000 00	1,085,000 00			49
230,000 00			80,000 00	80,000 00			50
						193,000 00	51
			31,000 00	31,000 00			52
52,500 00			73,000 00	73,000 00			53
			215,600 00	215,600 00			54
	900,000 00						55
87,750 00							56
100,000 00 182,210 00			 5,300 00	 5,300 00			57
	647,074 00						58
76,000 00			23,000 00	23,000 00			59
575,000 00			47,500 00	47,500 00			60
413,000 00			3,000 00	3,000 00			61
							62
96,000 00							63
			52,500 00	52,500 00			64
50,000 00 1,192,672 58			150,000 00 101,000 00	150,000 00 100,000 00			65
138,884 92			3,000 00	3,000 00			66
			10,000 00	10,000 00			67
							68
5,181 81							69
880,000 00		300,000 00				60,000 00	70
					300,000 00	90,000 00	71
			80,000 00	77,996 39			72
13,920 00							73
38,564 00			75,000 00	75,000 00			74
70,000 00							75
375,282 00			988,000 00	969,561 44			76
							77
			25,000 00	25,000 00			78
99,200 00			10,000 00	10,000 00			79
180,000 00							80
110,000 00							81
41,950 00							82
							83
173,660 00							84
							85
44,800 00			27,685 00	27,685 00			86
679,197 45			250,000 00	250,000 00			87
183,510 40			36,000 00	36,000 00			88

TABLE 4—Statement of Aid, granted and paid to Railways
TABLEAU 4—Relevé de l'aide accordée et payée aux chemins de fer

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	By Dominion Government. — Par le gouvernement fédéral.			By Provincial — Par les	
		Subsidy. Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Name. of Province. — Nom de la province.	Subsidy. Granted. — Subsides accordés.
		$ cts.	$ cts.	$ cts.		$ cts.
89	Edmonton D. & B.C.	160,352 00	125,202 84			
90	Elgin and Havelock	†82,652 82	†82,652 82		New Brunswick	107,500 00
91	Fredericton and Grand Lake	216,576 00	216,576 00			
92	Grand Trunk, including			15,142,633 33		
93	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
94	Brantford, Norfolk and Port Burwell				Ontario	68,000 00
95	Buffalo and Lake Huron				“	
96	Cobourg, Blairton and Marmora				“	18,740 00
97	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
98	Grand Trunk, Georgian Bay and Lake Erie				Ontario	336,000 00
99	Grand Junction, Belleville and N. Hastings	21,888 00	21,888 00		“	224,660 00
100	Owen Sound Branch	39,744 00	39,744 00		“	
101	Hamilton and North Western				“	565,020 00
102	London, Huron and Bruce				“	178,630 00
103	Midland, Ontario				“	168,350 00
104	Montreal and Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
105	Northern				Ontario	196,188 00
106	North Simcoe				“	83,300 00
107	Northern Pacific Junction	1,320,000 00	1,320,000 00			
108	South Norfolk	54,400 00	54,400 00		Ontario	
109	Toronto and Nipissing				“	105,212 00
110	Lake Simcoe Junction				“	53,000 00
111	Victoria				“	312,000 00
112	Waterloo Junction	32,800 00	32,800 00		“	
113	Wellington, Grey and Bruce				“	241,276 00
114	Whitby, Port Perry and Lindsay				Ontario	94,957 59
115	Canada Atlantic	282,355 20	282,355 20		Ontario Quebec	270,000 00 200,000 00
116	Ottawa, Arnprior and Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
117	Central Counties				“	
118	Pembroke Southern	64,000 00	64,000 00		“	55,500 00
119	Grand Trunk Pacific	‡4,994,416 66 1,269,299 20	‡4,994,416 66 1,269,299 20	17,500,000 00	“	376,320 00
120	Hereford	170,560 00	170,560 00		Quebec	103,000 00
121	International of New Brunswick	726,080 00	726,080 00		New Brunswick	275,000 00
122	Inverness Rly. and Coal Co.	627,000 00	368,545 97		Nova Scotia	272,000 00
123	Kent, Northern, and	58,334 27	†58,334 27		New Brunswick	135,000 00
124	St. Louis and Richibucto (abandoned)	22,400 00	22,400 00		“	21,000 00
125	Kettle Valley	2,174,190 72	2,174,190 72		British Columbia	1,110,700 00
126	Klondike Mines	197,184 00	197,184 00			
127	*Kootenay Central	1,065,856 00	1,065,856 00			
128	L'Assomption (abandoned)	11,200 00	11,200 00			
129	*Lake Erie and Northern	320,191 40	320,191 40			
130	Lake Erie and Detroit River and	571,851 00	571,851 00		Ontario	83,000 00
131	London and Port Stanley				“	
132	Lotbiniere and Megantic	96,000 00	96,000 00		Quebec	126,000 00
133	Maganetawan River	3,552 00	3,552 00		Ontario	10,000 00

*Cash paid for land relinquished by Company. *Montant payé pour terres rétrocédées par la compagnie

†Includes loan used iron rails. ‡Paid under the special "Implement Clause."

†Y compris rails de fer ayant servi. ‡Payé en vertu de la clause dite "du matériel."

by Governments and Municipalities, to June 30, 1919—Continued.
par les gouvernements et les municipalités jusqu'au 30 juin 1919—suite.

Government. — gouvernements provinciaux.			By Municipalities. — Par les municipalités.				No — N°
Subsidy Paid Up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	....	....	....	89
107,500 00	....	....	13,000 00	13,000 00	....	....	90
....	....	....	....	....	....	....	91
....	....	....	....	....	....	....	92
179,073 00	....	....	....	....	....	....	93
68,000 00	....	....	....	....	....	....	94
....	....	....	966,000 00	966,000 00	....	....	95
18,740 00	26,000 00	....	113,000 00	113,000 00	....	....	96
....	....	....	....	....	....	....	97
336,000 00	....	....	929,000 00	929,000 00	....	....	98
224,660 00	....	....	213,000 00	213,000 00	....	50,000 00	99
....	....	....	85,500 00	85,500 00	....	....	100
565,020 00	....	....	599,805 00	599,805 00	....	....	101
178,630 00	....	....	311,500 00	311,500 00	....	....	102
168,350 00	....	....	144,870 85	144,870 85	....	....	103
150,000 00	....	....	21,774 00	21,774 00	....	....	104
196,188 00	....	....	241,980 00	241,980 00	....	390,000 00	105
83,300 00	....	....	....	....	....	....	106
....	....	....	....	....	....	....	107
....	....	....	65,000 00	65,000 00	....	....	100
105,212 00	....	....	376,702 59	376,702 59	....	....	109
53,000 00	....	....	100,000 00	100,000 00	....	....	110
312,000 00	....	....	186,000 00	186,000 00	....	....	111
....	....	....	47,000 00	47,000 00	....	....	112
241,276 00	....	....	682,000 00	682,000 00	....	....	113
94,957 59	....	....	222,094 93	222,094 93	....	....	114
270,000 00	....	....	154,392 00	152,900 00			
200,000 00	....	....	....	....	....	32,000 00	115
577,326 06	....	....	24,000 00	24,000 00	....	....	116
....	....	....	20,000 00	20,000 00	....	....	117
55,500 00	....	....	450,000 00	450,000 00	....	....	118
376,320 00	....	....	....	....	....	....	119
84,226 36	....	....	....	....	....	....	120
275,000 00	....	....	5,000 00	5,000 00	....	....	121
223,000 00	....	....	100,000 00	50,000 00	....	....	122
135,000 00	....	....	....	....	....	....	123
21,000 00	....	....	....	....	....	....	124
1,110,700 00	....	....	....	....	....	....	125
....	....	....	....	....	....	....	126
....	....	....	....	....	....	....	127
....	....	....	....	....	....	....	128
....	....	....	....	....	....	....	129
83,000 00	....	....	356,500 00	356,500 00	....	....	130
....	....	....	....	....	1,332,854 00	414,000 00	131
126,000 00	....	....	....	....	....	....	132
10,000 00	....	....	....	....	....	....	133

TABLE 4—Statement of Aid, granted and paid to Railways
TABLEAU 4—Relevé de l'aide accordée et payée aux chemins de fer

No. — N°	Name of Railway. — Nom du chemin de fer.	By Dominion Government. — Par le gouvernement fédéral.			By Provincial — Par les	
		Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Name of Province. — Nom de la province.	Subsidy Granted. — Subsides accordés.
		$ cts.	$ cts.	$ cts.		$ cts.
134	Maritime Coal, Ry. and Power Co.	40,700 00	40,700 00	...	Nova Scotia	39,788 00
135	Massawippi Valley	5,376 00	5,376 00	...	Quebec	5,000 00
136	Minudie Coal and Ry. Co.	18,544 00	18,544 00	...	...	...
137	Montreal and Atlantic: and	...	...	...	Quebec	444,000 00
138	Lake Champlain and St. Lawrence Jct.	...	...	...	“	250,280 00
139	Montreal and Province Line.	58,560 00	58,560 00	...	“	231,122 00
140	Moncton and Buctouche	102,400 00	101,600 00	...	New Brunswick	96,000 00
141	Napierville Junction	173,440 00	173,440 00	...	Quebec	...
142	New Brunswick Coal and Ry. Co.	190,400 00	190,400 00	...	New Brunswick	224,000 00
143	New Brunswick and Prince Edward Island	113,440 00	113,440 00	...	“	99,708 90
144	North Shore (N.B.)	27,616 00	27,616 00	...	“	16,200 00
145	Northern New Brunswick and Seaboard	108,160 00	108,160 00	...	...	...
146	Ottawa and New York	262,384 00	262,384 00	...	Ontario	35,000 00
147	Phillipsburg Ry. and Quarry Co.	23,712 00	23,712 00	...	Quebec	25,667 00
148	Pontiac and Renfrew	13,600 00	13,600 00	...	“	17,433 00
149	Quebec Bridge and Ry. Co.	374,353 33	374,353 33	...	“	250,000 00
150	Quebec Ry., Light and Power Co.	96,000 00	96,000 00	...	“	306,945 50
151	Quebec Central	585,037 90	585,037 90	...	“	1,076,123 14
152	Quebec Oriental	846,885 01	846,885 01	...	“	1,596,390 00
153	*Quebec and Saguenay	248,801 28	248,801 28	...	...	...
154	Quebec, Montreal and Southern, and	515,017 19	515,017 19	...	Quebec	207,565 00
155	United Counties East-Richelieu Valley	69,952 00	69,952 00	...	“	115,215 00
156	South Shore	296,998 38	296,998 38	...	“	276,645 00
157	Roberval and Saguenay‡	231,552 00	231,552 00	...	“	...
158	Salisbury and Albert	29,665 45	†29,391 01	...	New Brunswick	455,000 00
159	Schomberg and Aurora	48,000 00	46,144 00	...	...	...
160	Southampton (N.B.)	81,280 00	81,280 00	...	...	...
161	St. Clair Tunnel	375,000 00	375,000 00	...	...	...
162	St. Lawrence and Adirondack	149,481 60	149,481 60	...	Quebec	70,400 00
163	St. John and Quebec	928,298 42	928,298 42	...	...	...
164	St. Martins	83,612 54	†83,612 54	...	New Brunswick	145,600 00
165	Sydney and Louisburg (Dom. Coal Co.)	89,600 00	87,808 00	...	Nova Scotia	87,808 00
166	Thessalon and Northern Ontario	6,112 00	6,112 00	...	...	...
167	Témiscouata	645,950 00	645,950 00	...	Quebec N. Brunswick	362,250 00 66,000 00
168	Témiskaming and Northern Ontario	2,134,080 00	2,134,080 00	...	...	...
169	Thousand-Islands	61,200 00	29,840 00	...	Ontario	...
170	Toronto, Hamilton and Buffalo	57,600 00	57,600 00	...	“	...
171	York and Carleton	32,896 00	32,896 00	...	New Brunswick	25,247 00
	Total	119,089,153 54	118,042,288 87	58,076,533 33	...	31,957,890 27

†Includes used iron rails. †Y compris le prêt de rails ayant servi.
*Under construction. *En construction.
‡Includes Ha Ha Bay Railway. ‡Y compris le chemin de fer de la Baie des Ha Ha.

by Governments and Municipalities, to 30th June, 1919—Concluded.
par les gouvernements et les municipalités jusqu'au 30 juin 1919—fin.

Governments. — gouvernements provinciaux.			By Municipalities. — Par les municipalités.				No. — N°
Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
39,788 00	...	...	...	...	...	...	134
5,000 00	...	...	...	...	...	65,000 00	135
...	...	...	...	...	...	...	136
315,891 89	...	...	...	...	...	528,000 00	137
250,280 00	...	...	51,000 00	36,000 00	...	...	138
231,122 00	...	...	25,000 00	25,000 00	...	...	139
94,500 00	...	...	...	...	...	...	140
...	...	...	10,000 00	10,000 00	...	...	141
224,000 00	...	...	...	...	...	...	142
99,708 90	...	...	...	...	...	...	143
16,200 00	...	...	...	...	...	...	144
...	...	...	...	...	...	...	145
35,000 00	...	...	85,000 00	85,000 00	...	...	146
25,667 00	...	...	...	...	...	...	147
17,433 60	...	...	...	...	...	...	148
250,000 00	...	...	300,000 00	290,817 46	...	...	149
306,945 50	...	...	...	...	...	...	150
1,076,123 14	...	...	103,000 00	103,000 00	...	...	151
947,199 25	...	...	50,500 00	9,000 00	...	...	152
...	...	...	...	...	...	...	153
207,565 00	...	...	...	...	...	...	154
115,215 00	...	...	...	...	...	...	155
276,645 00	...	...	25,000 00	25,000 00	...	...	156
...	...	...	12,365 30	12,365 30	...	...	157
455,000 00	...	...	70,000 00	70,000 00	...	...	158
...	...	...	...	...	...	...	159
...	...	...	...	...	...	...	160
...	...	...	...	...	...	...	161
70,400 00	...	...	...	...	...	...	162
...	...	...	...	...	...	...	163
145,600 00	...	...	...	...	...	...	164
82,000 00	...	...	...	...	...	...	165
...	...	...	...	...	...	...	166
362,250 00	...	...	25,000 00	25,000 00	...	...	167
66,000 00	...	...	...	...			
...	...	...	...	...	...	...	168
...	...	...	10,000 00	10,000 00	...	...	169
...	...	...	303,000 00	300,500 00	...	...	170
25,247 00	...	...	...	...	...	...	171
30,550,571 16	7,197,030 00	300,000 00	13,054,693 20	12,805,837 78	2,404,498 62	3,489,500 00	

TABLE 5.—Earnings of Railways for the year ending June 30, 1919.

TABLEAU 5.—Recettes des chemins de fer pendant l'exercice terminé le 30 juin 1919.

Name of Railway. — Nom du chemin de fer.	Earnings—Recettes.				Operating Expenses. — Frais d'exploitation.	Net Operating Earnings. — Recettes nettes.
	Passenger. — Voyageurs.	Freight and Switching. — Marchandises et transbordement.	Other Earnings from Operation. — Autres recettes prov. de l'exploitation.	Total Gross including other Earnings from Operation. — Total des recettes brutes, y comp. autres prov. de l'exploitation.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	95,635 11	1,985,159 24	203,065 99	2,283,860 34	1,774,105 88	509,751 46
Algoma Eastern	58,840 12	1,003,472 46	63,096 84	1,125,409 42	775,783 37	349,626 05
Alberta Great Waterways	34,159 82	87,362 00	8,191 99	129,713 81	143,646 48	−13,932 67
Atlantic, Quebec and Western	45,417 81	155,703 99	....	201,121 80	225,764 87	−24,643 07
Brandon, Sask. and Hudson Bay	25,493 39	18,997 68	667 67	45,158 74	198,004 95	−152,846 21
British Yukon	43,578 65	106,192 67	19,222 67	168,993 99	104,597 96	64,396 03
Canada and Gulf Terminal	28,425 61	62,788 72	5,022 08	96,236 41	77,899 64	18,336 77
Canada Southern	5,825,479 80	14,770,225 36	123,626 30	20,719,331 46	12,634,969 73	8,084,361 73
Canadian National Railways—						
Intercolonial	9,471,890 13	16,538,634 42	967,282 95	26,977,807 50	31,489,685 92	−4,511,878 42
P. E. Island	281,304 58	475,899 22	29,417 60	786,621 40	1,629,440 33	−842,818 93
International of N. B.	49,351 59	180,830 49	2,278 19	232,460 27	486,378 26	−253,917 99
St. John and Quebec	38,080 76	98,824 94	2,079 66	138,985 36	209,830 14	−70,844 78
Transcontinental	2,139,933 90	8,131,804 20	123,505 56	10,395,243 66	11,111,786 66	−716,543 00
Elgin and Havelock	5,137 11	12,500 31	....	17,637 42	62,391 27	−44,753 85
Moncton and Buctouche	18,533 34	25,468 03	317 88	44,319 25	88,416 08	−44,096 83
Salisbury and Albert	12,554 26	48,893 52	916 25	62,364 03	135,071 65	−72,707 62
St. Martins	5,610 35	14,265 50	177 08	20,052 93	58,282 54	−38,229 61
York and Carleton	2,495 34	6,589 91	21 00	9,106 25	28,273 91	−19,167 66
Canadian Northern	10,394,369 56	37,011,740 98	832,351 00	48,238,461 54	49,716,044 35	−1,477,582 81
Canadian Pacific	48,607,778 62	108,812,316 37	5,426,375 38	162,846,470 37	130,416,994 98	32,429,475 39
Cape Breton	9,966 63	12,885 78	....	22,852 41	28,537 44	−5,685 03
Central Canada	12,198 92	10,762 40	1,220 39	24,181 71	55,214 68	−31,032 97
Central Vermont	136,529 55	259,880 69	4,250 53	400,660 77	472,559 38	−71,898 61
Crow's Nest Southern	15,215 85	61,170 74	1,694 93	78,081 52	327,751 66	−249,670 14
Cumberland	20,920 14	129,037 32	8,250 46	158,207 92	133,487 38	24,720 54
Caraquet and Gulf Shore. (Did not report)	....	....	....	....	....	....
Dominion Atlantic	616,527 20	869,870 45	22,754 35	1,509,152 00	1,298,512 03	210,639 97
Eastern British Columbia	1,803 35	25,194 30	2,699 00	29,696 65	47,257 34	−17,560 69
Edmonton, Dunvegan and British Columbia	299,666 33	521,257 99	19,463 28	840,387 60	780,490 77	59,896 83

Essex Terminal	....	132,108 60	29,362 55	161,471 15	117,453 10	44,018 05
Esquimalt and Nanaimo	299,673 78	735,934 64	26,437 76	1,062,046 18	750,709 03	311,337 15
Fredericton and Grand Lake Coal and Rly. Co	13.238 38	152,580 81	990 46	166,809 65	125,831 15	40,978 50
Grand Trunk System	16,072,728 23	48,953,703 54	1,402,715 48	66,429,147 25	57,005,328 05	9,423,819 20
Grand Trunk Pacific	1,931,710 14	5,481,972 83	148,631 51	7,562,314 48	11,715,236 49	−4,152,922 01
Grand Trunk Pacific Branch Lines	457,456 69	1,582,914 38	23,083 46	2,063,454 53	3,284,050 77	−1,220,596 24
Hereford	27,878 00	83,782 46	985 15	112,645 61	252,702 70	−140,057 09
Kent Northern. (Did not report)	....	....	....	....	....	....
Kettle Valley	253,479 58	406,235 42	12,752 61	672,467 61	830,012 90	−157,575 29
Lotbiniere and Megantic	5,904 35	44,128 03	15 00	50,047 38	44,651 78	5,395 60
Maine Central	19,440 82	9,545 47	....	28,986 29	27,581 32	1,404 97
Manitoba Great Northern	6,824 42	19,694 31	885 57	27,404 30	168,136 18	−140,731 88
Maritime Coal Rly. and Power Co	8,851 91	113,992 96	72 00	122,916 87	89,835 76	33,081 11
Massawippi Valley	88,669 16	127,769 98	4,389 48	220,828 62	350,680 98	−129,852 36
Midland of Manitoba	180,960 04	116,248 39	10,309 91	307,518 34	414,524 41	−107,006 07
Montreal and Atlantic	298,262 12	1,240,510 19	54,633 96	1,593,406 27	1,514,704 73	78,701 54
Morrissey, Fernie and Michel	8,673 00	84,372 23	....	93,045 23	97,084 74	−4,039 51
Napierville Junction	208,533 24	284,115 51	792 09	493,440 84	344,772 03	148,668 81
Nelson and Fort Sheppard	24,056 15	29,253 61	2,366 89	55,676 65	151,188 07	−95,511 42
New Brunswick Coal and Rly. Co	20,022 20	48,463 83	9,974 81	78,460 84	104,475 06	−26,014 22
New Westminster Southern	537 15	502 09	20 94	1,060 18	15,380 75	−14,320 57
North New Brunswick and Seaboard. (Did not report)	....	....	....	....	....	....
North Shore. (Did not report)	....	....	....	....	....	....
Ottawa and New York	150,723 65	221,473 49	1,574 99	373,772 13	435,406 02	−61,633 89
Pacific Great Eastern	7,396 48	261,223 54	1,931 53	340,551 55	516,054 66	−175,503 11
Pere Marquette	167,177 90	4,451,888 27	31,647 77	4,650,713 94	2,705,014 35	1,945,699 59
Quebec Central	642,114 79	1,950,247 49	32,180 93	2,624,543 21	2,003,791 06	620,752 15
Quebec, Montreal and Southern	161,874 90	580,924 84	5,521 97	748,321 71	860,635 68	−112,313 97
Quebec Oriental	84,323 07	271,221 97	....	355,545 04	328,950 69	26,594 35
Quebec Rly, Light and Power Co	4,292 93	161,670 40	219 39	166,182 72	146,631 06	19,551 66
Red Mountain	2,951 47	7,315 62	332 61	10,599 70	38,169 09	−27,569 39
Roberval-Saguenay	28,385 83	224,056 98	19,320 83	271,763 64	197,453 12	74,310 52
Rutland and Noyan	....	10,040 17	....	10,040 47	11,946 39	−1,905 92
St. Lawrence and Adirondack	295,655 46	874,207 06	19,119 05	1,188,981 57	928,963 02	260,018 55
Sydney and Louisburg	63,108 81	1,022,965 16	25,510 16	1,111,584 13	996,617 87	114,966 26
Temiscouata	64,926 68	288,217 30	8,027 63	361,171 61	306,539 09	54,632 52
Temiskaming and Northern Ontario	846,765 23	1,963,104 09	105,203 97	2,915,073 29	2,772,666 46	142,406 83
Thousand Islands. (Did not report)	....	....	....	....	....	....
Toronto, Hamilton and Buffalo	578,924 90	2,185,230 21	55,348 34	2,819,503 45	2,008,393 17	811,110 28
Vancouver, Victoria and Eastern	211,358 78	399,471 19	138,440 59	749,270 56	1,592,465 86	−843,195 30
Victoria and Sidney, B.C	11,000 78	12,830 12	249 10	24,080 00	32,792 01	−8,712 01
Victoria Terminal Rly. and Ferry Co	867 51	739 08	56 12	1,662 71	2,483 60	−820 89
Wabash (in Canada)	764,710 84	4,491,004 05	92,100 29	5,347,815 18	4,065,986 16	1,281,829 02
Total	102,380,357 19	270,463,390 29	10,133,153 93	382,976,901 41	341,866,509 01	41,110,392 40

TABLE 6.—Earnings and Income for the year ending June 30, 1919.

TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919.

Name of Railway. — Nom du chemin de fer.	Revenue from Transportation—Rail Line.—Recettes provenant du service des transports—Par rail.							
	Freight. — Marchandises.	Per Ton per Mile. — Par tonne, par mille.	Passenger. — Voyageurs.	Per Passenger per Mile. — Par voyageur, par mille.	Excess Baggage. — Excédent de bagages.	Sleeping Cars. — Wagons-lits.	Parlor and Chair Car. — Wagons-salons.	Mail. — Postes.
	$ cts.	Cents.	$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	1,157,855 90	0·998	90,416 92	3·752	445 01			
Algoma Eastern	785,549 96	2·955	51,170 95	3·622	323 45			
Alberta Great Waterways	87,362 00	1·054	29,006 06	3·691	28 28			970 54
Altantic, Quebec and Western	155,703 99	1·948	41,826 14	2·981	256 15		944 00	
Brandon, Sask. and Hudson Bay	12,996 20	1·606	20,492 17	3·210	162 47			2,447 76
British Yukon	106,192 67	10·195	38,167 47	10·660	408 29		847 69	2,747 42
Canada and Gulf Terminal	62,788 72	5·129	21,223 66	3·797	336 63			
Canada Southern	14,716,590 49	0·923	5,153,846 28	2·866	30,660 88			129,883 73
Canadian National Railways—								
Intercolonial	16,442,610 33	0·826	7,242,471 93	2·177	49,675 02	379,976 68	17,009 75	379,706 49
Prince Edward Island	475,592 69	4·360	229,267 22	2·286	2,744 46	1 10	Dr. 1 00	21,048 22
International of N.B	180,689 64	1·524	46,474 05	3·328	284 46			1,389 72
St. John and Quebec	98,824 94	2·474	34,534 77	2·925	222 90			2,203 52
Transcontinental	8,085,210 15	0·649	1,920,041 04	2·161	5,668 16	44,223 70		27,391 67
Elgin and Havelock	12,500 31	7·848	4,078 27	3,001	18 80			673 92
Moncton and Buctouche	25,393 03	5·862	16,431 46	2·453	280 51			801 28
Salisbury and Albert	48,883 52	2·685	9,258 54	2·942	117 01			2,527 20
St. Martins	14,265 50	6·721	4,591 33	2·933	72 81			751 20
York and Carleton	6,589 91	10·311	2,379 07	4·243	15 95			100 32
Canadian Northern	36,403,905 75	0·982	8,067,373 95	2·630	57,295 88	352,889 18	18,481 45	304,710 74
Canadian Pacific	108,138,699 74	0·956	35,242,571 86	2·516	309,527 66	2,756,099 96	129,997 18	1,643,121 02
Cape Breton	12,885 78	3·530	9,175 94	2·920	65 60			
Central Canada	10,735 40	2·487	10,519·23	3·881	60 45	313 09		380 24
Central Vermont	254,238 13	2·855	104,158 83	3·473	785 11		198 84	7,124 00
Crow's Nest Southern	61,194 74	1·110	12,033 02	3·642	98 43			1,292 94
Cumberland	129,037 32	5·723	15,811 52	2·846	338 12			989 08
Caraquet and Gulf Shore. (Did not report)								
Dominion Atlantic	869,019 79	2·203	520,861 05	2·624	3,702 77		7,621 90	25,302 38
Eastern British Columbia	25,194 30	2·561	1,528 35	5·420				275 00
Edmonton, Dunvegan and British Columbia	521,259 99	1·811	230,281 81	3·653	1,406 03	18,895 12		3,006 47
Essex Terminal	127,413 74	2·962						
Esquimalt and Nanaimo	735,232 04	3·441	256,470 52	3·081	1,952 72		7,306 25	10,106 56
Fredericton and Grand Lake Coal and Rly. Co.	152,580 81	2·147	12,412 06	3·680				826 32

Grand Trunk System	48,304,734 91	0·986	13,045,361 17	2·676	63,822 81		85,663 26	543,474 73
Grand Trunk Pacific	5,463,046 34	0·934	1,357,959 81	2·697	11,453 20	135,035 52	295 69	123,615 80
Grand Trunk Pacific Branch Lines	1,569,893 57	1·571	380,897 97	3·030	2,858 29	3,453 71	825 61	19,251 46
Hereford	83,782 46	2·306	23,707 70	4·922	118 89			2,982 06
Kent Northern. (Did not report)								
Kettle Valley	394,516 02	2·081	198,372 73	3·059	1,889 52	15,769 88		5,663 47
Lotbinière and Mégantic	44,128 03	4·593	4,175 15	3·216				1,729 20
Maine Central	9,545 47	0·672	17,983 88	2·818	31 97			139 66
Manitoba Great Northern	18,984 51	1·398	5,937 87	3·250	48 04			283 80
Maritime Coal, Rly. and Power Co	113,030 96	4·287	7,339 26	3·329	58 40			588 48
Massawippi Valley	124,898 11	0·872	83,004 40	3·272	394 54			4,270 26
Midland of Manitoba	107,043 32	1·129	129,489 11	3·170	1,121 42	5,636 25	895 15	8,771 20
Montreal and Atlantic	1,227,458 47	1·631	255,856 61	2·859	1,843 99			12,797 68
Morrissey, Fernie and Michel	80,658 64	4·091	8,673 00	2·165				
Napierville Junction	284,105 89	1·043	185,271 06	4·022	1,190 16			1,186 76
Nelson and Fort Sheppard	29,253 61	2·339	19,954 52	3·520	160 58			1,492 80
New Brunswick Coal and Rly. Co	48,463 83	2·500	17,954 96	3·185				135 63
New Westminster Southern	502 09	3,237	290 20	3·393	1 97			
Northern New Brunswick and Seaboard. (Did not report)								
North Shore. (Did not report)								
Ottawa and New York	219,394 64	0·824	97,480 65	2·956	476 00			4,612 67
Pacific Great Eastern	198,620 74		70,076 06		122 45			1,429 35
Père Marquette	4,417,801 03	0·716	116,383 04	2·941	1,057 01			11,448 45
Quebec Central	1,950,247 49	1·930	566,166 31	2·685	4,447 27			27,772 60
Quebec, Montreal and Southern	577,783 91	1·533	139,013 61	3·084	950 60			4,828 14
Quebec Oriental	271,221 97	1·543	72,937 61	3·013	78 47		1,600 90	3,936 60
Quebec Rly., Light and Power Co	158,695 80	5·794	4,292 93	1·696				
Red Mountain	5,752 62	5·224	1,614 77	3·102	13 20			276 00
Roberval-Saguenay	153,779 63	3·815	23,388 00	3·303	165 20			
Rutland and Noyan	10,040 47	1·163						
St. Lawrence and Adirondack	872,578 68	0·985	244,248 62	1·900	601 45			4,986 80
Sydney and Louisburg	998,939 47	2·705	58,480 12	3·122	471 05			1,012 80
Temiscouata	273,855 18	3·775	54,213 31	3·066	814 16			5,991 68
Temiskaming and Northern Ontario	1,953,571 64	1·024	738,485 07	2·676	5,368 81			21,494 98
Thousand Islands. (Did not report)								
Toronto, Hamilton and Buffalo	2,085,766 58	2·053	502,506 63	3·072	2,475 05			4,297 80
Vancouver, Victoria and Eastern	352,233 32	1·260	159,518 77	3·197	1,279 79	4,156 58	281,423	11,228 19
Victoria and Sidney, B.C	11,462 01	6,329	9,496 06	2·526				332 67
Victoria Terminal Rly. and Ferry Co	739 08	4·009	732 59	2·482				21 14
Wabash (in Canada)	4,492,353 97	0·799	569,731 93	2·498	3,053 98		4 17	
Total	266,825,881 94		78,609,870 97		573,322 28	3,716,450 77	274,505 07	3,399,830 60

TABLE 6.—Earnings and Income for the year ending June 30, 1919—Continued.

TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Revenue from Transportation—Rail Line—*Continued*—Recettes provenant du service des transports—Par rail—*suite.*							
	Express. — Messagerie.	Other Passenger Train. — Autres trains, voyageurs.	Milk. — Service du lait.	Switching. — Transbordement.	Special Service Train. — Trains spéciaux.	Other Freight Train. — Autres trains, marchandises.	Water Transfers Freight. — Transbordement par eau.	Total. — Total.
	$ cts.	$ cts	$ cts	$ cts.	$ cts.	$ cts	$ cts.	$ cts.
Algoma Central and Hudson Bay	4,773 18			160,189 29	615 26			1,414,295 56
Algoma Eastern	7,345 72			18,023 23	784 37			863,197 68
Alberta Great Waterways	4,118 94	36 00			10 00			121,531 82
Atlantic, Quebec and Western	2,391 52							201,121 80
Brandon, Sask. & Hudson Bay	2,379 21	11 78		6,001 48				44,491 07
British Yukon	1,407 78				260 00			150,031 32
Canada and Gulf Terminal	6,865 32							91,214 33
Canada Southern	323,351 30	3,648 59	3,783 25	53,634 87	2,817 83			20,418,217 22
Canadian National Railways—								
Intercolonial	749,498 16	404 28	41,386 90	95,861 19	11,449 71	162 90		25,410,213 34
Prince Edward Island	28,244 58			306 53				757,203 80
International of N. B.	1,203 36			140 85				230,182 08
St. John and Quebec	1,119 57							136,905 70
Transcontinental	71,409 79	1,981 71	46,594 05	1,608 00				10,204,128 27
Elgin and Havelock	357 87		8 25					17,637 42
Moncton and Buctouche	432 18		587 91	75 00				44,001 37
Salisbury and Albert	585 87		65 64	10 00				61,447 78
St. Martins	195 01							19,875 85
York and Carleton								9,085 25
Canadian Northern	958,899 38	15,538 41	75,558 50	607,612 73	10,040 42	222 50		46,872,528 89
Canadian Pacific	5,837,536 50	4,783 21	242,132 34	662,387 41	17,672 06	11,229 22		154,995,758 16
Cape Breton	725 09							22,852 41
Central Canada	925 91			27 00				22,961 32
Central Vermont	22,797 30	7 73	1,457 74	5,642 56				396,410 24
Crow's Nest Southern	1,784 79	6 67		Dr. 24 00				76,386 59
Cumberland	3,781 42							149,957 46
Caraquet and Gulf Shore								
Dominion Atlantic	49,500 00	732 37	7,199 48	795 66		55 00		1,484,790 40
Eastern British Columbia					25 00			27,022 65
Edmonton, Dunvegan and British Columbia	25,713 17	64 58		Dr. 2 00	85 00			800,710 17
Essex Terminal				1,000 02		3,694 84		132,108 60
Esquimalt and Nanaimo	17,808 27		6,029 46	702 60	516 00			1,036,124 42

Fredericton & Grand Lake Coal and Ry. Co.	....		....		....	....	....	165,819 19
Grand Trunk System	1,800,956 20	23,460 70	202,864 96	648,968 63	27,792 90	....	....	64,747,100 27
Grand Trunk Pacific	184,625 66	....	1,467 51	18,926 49	3,288 85	....	....	7,299,714 87
Grand Trunk Pacific Branch Lines	38,697 38	....	2,265 48	13,020 81	245 30	....	....	2,031,409 58
Hereford	616 93	....	452 42	....	....	....	....	111,660 46
Kent Northern	....	....	....	....	....	....	....	....
Kettle Valley	19,491 47	....	....	5,539 41	1,128 38	6,179 99	....	648,550 87
Lotbiniere and Megantic	....	....	....	....	....	....	....	50,032 38
Maine Central	1,285 31	....	....	....	....	....	....	28,986 29
Manitoba Great Northern	551 47	....	3 24	709 80	....	....	....	26,518 73
Maritime Coal, Rly. and Power Co	865 77	....	....	962 00	....	....	....	122,844 87
Massawippi Valley	999 96	....	....	2,871 87	....	....	....	216,439 14
Midland of Manitoba	21,795 97	92 12	3,354 73	9,002 31	245 52	202 76	....	287,649 88
Montreal and Atlantic	24,349 99	....	3,413 85	7,412 50	510 00	5,639 22	....	1,539,282 31
Morrissey, Fernie and Michel	....	....	....	3,669 40	....	44 19	....	93,045 23
Napierville Junction	19,950 31	20 40	914 55	9 62	....	....	....	492,648 75
Nelson and Fort Sheppard	2,436 77	11 48	....	....	....	....	....	53,309 76
New Brunswick Coal and Rly. Co	1,931 61	....	....	....	....	....	....	68,486 03
New Westminster Southern	244 85	0 13	....	....	....	....	....	1,039 24
Northern New Brunswick and Seaboard	....	....	....	....	....	....	....	....
North Shore	....	....	....	....	....	....	....	....
Ottawa and New York	41,237 78	167 13	6,749 42	2,078 85	....	....	....	372,197 14
Pacific Great Eastern	5,768 62	....	....	14 00	....	....	62,588 80	338,620 02
Pere Marquette	35,995 64	....	2,424 74	34,087 24	....	....	....	4,619,197 15
Quebec Central	32,387 10	....	....	....	....	....	....	2,581,020 77
Quebec, Montreal and Southern	16,694 72	139 45	248 38	3,140 93	....	....	....	742,799 74
Quebec Oriental	5,769 49	....	....	....	....	....	....	355,545 04
Quebec Rly., Light and Power Co	....	....	....	2,974 60	....	....	....	165,963 33
Red Mountain	1,046 49	1 01	....	1,563 00	....	....	....	10,267 09
Roberval-Saguenay	4,530 93	301 70	....	70,277 35	....	....	....	252,442 81
Rutland and Noyan	....	....	....	....	....	....	....	10,040 47
St. Lawrence and Adirondack	30,546 44	109 66	15,162 49	1,628 38	....	....	....	1,169,862 52
Sydney and Louisburg	3,144 84	....	....	24,025 69	4,319 70	....	....	1,090,393 67
Temiscouata	3,907 53	....	....	14,362 12	....	....	....	353,143 98
Temiskaming and Northern Ontario	68,942 92	....	354 71	9,532 45	....	....	....	2,797,750 58
Thousand Islands	....	....	....	....	....	....	....	....
Toronto, Hamilton and Buffalo	46,653 56	118 32	....	99,364 63	....	99 00	....	2,741,281 57
Vancouver, Victoria and Eastern	26,084 37	88 78	....	47,237 87	828 73	....	....	605,470 63
Victoria and Sidney, B.C	....	....	1,172 05	1,368 11	....	....	....	23,830 90
Victoria Terminal Rly. and Ferry Co	....	....	113 78	....	....	....	....	1,606 59
Wabash (in Canada)	177,712 93	....	123 62	Dr. 1,349 92	520 40	....	....	5,242,151 08
Total	10,744,374 20	49,744 50	621,277 11	2,680,376 61	84,763 43	27,529 62	62,588 80	367,670,515 90

TABLE 6.—Earnings and Income for the year ending June 30, 1919—Continued.

TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Revenue from Transportation—Water Line.—Revenu du transport—Par eau.						
	Freight. — Marchandises.	Passenger. — Voyageurs.	Excess Baggage. — Excédent de bagages.	Mail. — Postes.	Express. — Messagerie.	Other. — Autres.	Total. —
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	667,114 05						667,114 05
Algoma Eastern	199,899 27						199,899 27
Alberta Great Waterways							
Atlantic, Quebec and Western							
Brandon, Sask. and Hudson Bay							
British Yukon							
Canada and Gulf Terminal							
Canada Southern							
Canadian National Railways—							
Intercolonial	465,238 91						465,238 91
P. E. Island							
International of N. B							
St. John and Quebec							
Transcontinental							
Elgin and Havelock							
Moncton and Buctouche							
Salisbury and Albert							
St. Martins							
York and Carleton							
Canadian Northern							
Canadian Pacific	1,122,780 91	413,878 30	1,579 28	18,609 60	15,763 30	243 35	1,572,854 74
Cape Breton							
Central Canada							
Central Vermont							
Crow's Nest Southern							
Cumberland							
Caraquet and Gulf Shore							
Dominion Atlantic							
Eastern British Columbia							
Edmonton, Dunvegan and British Columbia							
Essex Terminal							
Esquimalt and Nanaimo							
Fredericton and Grand Lake Coal and Rly. Co							
Grand Trunk System							
Grand Trunk Pacific							

Grand Trunk Pacific Branch Lines							
Hereford							
Kent Northern							
Kettle Valley							
Lotbiniere and Megantic							
Maine Central							
Manitoba Great Northern							
Maritime Coal, Rly. and Power Co							
Massawippi Valley							
Midland of Manitoba							
Montreal and Atlantic							
Morrissey, Fernie and Michel							
Napierville Junction							
Nelson and Fort Sheppard							
New Brunswick Coal and Rly. Co							
New Westminster Southern							
Northern New Brunswick and Seaboard							
North Shore							
Ottawa and New York							
Pacific Great Eastern							
Pere Marquette							
Quebec Central							
Quebec, Montreal and Southern							
Quebec Oriental							
Quebec Rly., Light and Power Co							
Red Mountain							
Roberval-Saguenay							
Rutland and Noyan							
St. Lawrence and Adirondack							
Sydney and Louisburg							
Temiscouata							
Temiskaming and Northern Ontario							
Thousand Islands							
Toronto, Hamilton and Buffalo							
Vancouver, Victoria and Eastern							
Victoria and Sidney, B.C							
Victoria Terminal Rly. and Ferry Co							
Wabash (in Canada)							
Total	2,455,033 14	413,878 30	1,579 28	18,609 60	15,763 30	243 35	2,905.106 97

TABLE 6.—Earnings and Income for the year ending June 30, 1919—Continued.

TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Incidental.—Recettes accessoires.				
	Dining and Buffet. — Réfectoire. et buffet.	Hotel and Restaurant. — Hôtel et restaurant.	Station, Train, Boat Privileges. Privilèges de gares, trains et bateaux.	Parcel Room. — Consigne des colis.	Storage Freight. — Emmagasinage de marchandises.
Algoma Central and Hudson Bay					21,245 42
Algoma Eastern					18 74
Alberta Great Waterways			470 00		31 17
Atlantic, Quebec and Western					
Brandon, Sask. and Hudson Bay				4 20	41 52
British Yukon			105 00		258 30
Canada and Gulf Terminal					15 75
Canada Southern	180,305 77	29,806 04	4,568 91	5,823 32	1,656 27
Canadian National Railways—					
Intercolonial	611,760 92	70,777 93	18,469 63		18,004 23
P. E. Island			1,163 50		827 88
International of N. B.			215 78		43 33
St. John and Quebec			65 00		10 04
Transcontinental	69,217 83		4,521 64	17,178 22	277 55
Elgin and Havelock					
Moncton and Buctouche					32 92
Salisbury and Albert					34 75
St. Martins					
York and Carleton					
Canadian Northern	543,622 07	245,508 10	6,907 35	9,937 00	55,734 97
Canadian Pacific	2,442,008 89	432,924 59	13,877 56	79,991 05	342,098 63
Cape Breton					
Central Canada					196 76
Central Vermont			0 06	16 40	146 23
Crow's Nest Southern				7 90	
Cumberland					
Caraquet and Gulf Shore					
Dominion Atlantic	1,607 25		999 00		853 68
Eastern British Columbia					
Edmonton, Dunvegan and British Columbia	20,299 15		2,013 50		503 43
Essex Terminal					
Esquimalt and Nanaimo			195 00	12 50	1,582 37
Fredericton and Grand Lake Coal and Rly. Co.					
Grand Trunk System	307,124 40		39,378 49	21,968 48	43,356 30

Grand Trunk Pacific	117,256 95		748 54	979 55	5,840 98
Grand Trunk Pacific Branch Lines	9,206 79		2 85	193 90	984 64
Hereford				10 20	4 73
Kent Northern					
Kettle Valley	12,292 51				89 29
Lotbiniere and Megantic					
Maine Central					
Manitoba Great Northern				0 90	28 43
Maritime Coal, Rly. and Power Co					
Massawippi Valley					370 61
Midland of Manitoba	9,804 07				975 67
Montreal and Atlantic					12,071 84
Morrissey, Fernie and Michel					
Napierville Junction					31 70
Nelson and Fort Sheppard				0 10	8 75
New Brunswick Coal and Rly. Co					
New Westminster Southern				0 88	
Northern New Brunswick and Seaboard					
North Shore					
Ottawa and New York			34 32		563 62
Pacific Great Eastern					
Pere Marquette	Dr. 130 98		133 28	2 20	697 37
Quebec Central	11,341 51		6,167 67		1,104 05
Quebec, Montreal and Southern			120 00		573 25
Quebec Oriental					
Quebec Rly., Light and Power Co			52 69	5 78	31 59
Red Mountain				0 70	
Roberval-Saguenay					83 72
Rutland and Noyan					
St. Lawrence and Adirondack			338 77	1 20	25 01
Sydney and Louisburg					61 46
Temiscouata			500 00		159 95
Temiskaming and Northern Ontario	12,118 74		7,666 58		1,613 17
Thousand Islands					
Toronto, Hamilton and Buffalo	22,873 54		366 19		958 15
Vancouver, Victoria and Eastern	6,188 07		102 00	43 00	12,360 16
Victoria and Sidney, B.C					
Victoria Terminal Rly. and Ferry Co					40 22
Wabash (in Canada)	14,084 21		396 12	1 50	164 45
Total	4,390,981 69	779,016 66	109,579 43	136,178 98	525,816 15

TABLE 6.—Earnings and Income for the year ending June 30, 1919—Continued.

TABLEAU 6.—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Incidental—*Continued*—Recettes accessoires—*suite.*				
	Storage Baggage. — Emmagasinage de bagages.	Demurrage. — Surestarie.	Telegraph and Telephone. — Télégraphe et téléphone.	Grain Elevators. — Elévateurs à grain.	Stockyards. — Parcs à bestiaux.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	63 65	59,699 00	3,373 52		
Algoma Eastern	1 40	5,010 00	758 60		
Alberta Great Waterways	1 45	106 00	193 24		
Atlantic, Quebec and Western					
Brandon, Sask. and Hudson Bay		353 00	261 03		
British Yukon			403 32		
Canada and Gulf Terminal		2,373 00			
Canada Southern	3,367 29	39,712 40	245 00		16,868 66
Canadian National Railways—					
Intercolonial	5,548 35	218,822 82	473 42	52,560 01	
P. E. Island	74 10	1,341 82	108 26		
International of N. B.	7 40	1,078 00	418 00		
St. John and Quebec		534 00			
Transcontinental	19,450 85	24,063 50			
Elgin and Havelock					
Moncton and Buctouche		55 00	Dr. 3 17		
Salisbury and Albert		719 00			
St. Martins			177 08		
York and Carleton		1 00			
Canadian Northern	12,746 75	193,071 30	4,374 99		8 00
Canadian Pacific	58,327 60	627,346 34		766,409 17	
Cape Breton					
Central Canada		603 00	190 34		
Central Vermont		1,656 80			
Crow's Nest Southern	10 65	438 00	569 80		
Cumberland		538 80			
Caraquet and Gulf Shore					
Dominion Atlantic		10,812 65	3 62		
Eastern British Columbia		1,827 40	46 25		
Edmonton, Dunvegan and British Columbia	102 26	1,396 38	5,765 58		8 30
Essex Terminal		6,854 00			
Esquimalt and Nanaimo	68 60	7,225 00			
Fredericton and Grand Lake Coal and Rly. Co.					
Grand Trunk System	20,157 30	670,465 72	2,997 21	294,713 98	

Grand Trunk Pacific	3,751 73	18,829 95			7,750 29
Grand Trunk Pacific Branch Lines	684 40	8,240 72			18 75
Hereford		576 00			
Kent Northern					
Kettle Valley	17 55	865 00	733 37		
Lotbiniere and Megantic					
Maine Central					
Manitoba Great Northern		507 30	191 09		
Maritime Coal Rly. and Power Co					
Massawippi Valley	116 83	3,190 00	553 18		
Midland of Manitoba		4,048 10			
Montreal and Atlantic	18 30	29,197 75			
Morrissey, Fernie and Michel					
Napierville Junction	3 00	707 00	50 39		
Nelson and Fort Sheppard	33 83	1,685 00	639 21		
New Brunswick Coal and Rly. Co			15 00		
New Westminster Southern	0 54		19 52		
Northern New Brunswick and Seaboard					
North Shore					
Ottawa and New York		894 00	9 70		
Pacific Great Eastern		1,293 00			
Pere Marquette	12 80	19,411 00			
Quebec Central	351 22	9,929 00			
Quebec, Montreal and Southern	17 85	4,258 00	552 87		
Quebec Oriental					
Quebec Rly., Light and Power Co					
Red Mountain	1 75	107 00	222 26		
Roberval-Saguenay		12,711 00			
Rutland and Noyan					
St. Lawrence and Adirondack	1 80	18,710 23	7 96		
Sydney and Louisburg		3,755 00	112 63		
Temiscouata		4,423 60			
Temiskaming and Northern Ontario	618 85	12,930 95	66,019 00		
Thousand Islands					
Toronto, Hamilton and Buffalo	26 00	53,094 50			
Vancouver, Victoria and Eastern	1,445 45	21,400 50	2,249 55		
Victoria and Sidney, B.C		249 10			
Victoria Terminal Rly. Ferry Co		15 90			
Wabash (in Canada)	43 11	13,164 73			
Total	127,072 36	2,120,298 26	91,731 82	1,113,683 16	24,654 00

TABLE 6—Earnings and Income for the year ending June 30, 1919—Concluded.

TABLEAU 6—Recettes et revenu pendant l'exercice terminé le 30 juin 1919—fin.

Name of Railway. — Nom du chemin de fer.	Incidental—*Concluded.*—Recettes accessoires—*fin.* Rents of Buildings and other Property. — Loyers de bâtiments et autres propriétés.	Miscellaneous. — Divers.	Total.	Joint Facility—Facilités de raccordement. Joint Facility. Cr. — Facilités de raccordement. Av.	Joint Facility. Dr. — Facilités de raccordement. Dt.	Total Operating Revenues. — Total des revenus d'exploitation.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	1,233 04	116,836 00	202,450 73			2,283,860 34
Algoma Eastern		56,523 73	62,312 47			1,125,409 42
Alberta Great Waterways	184 89	5,583 84	6,570 59	1,611 40		129,713 81
Atlantic, Quebec and Western						201,121 80
Brandon, Sask. and Hudson Bay		7 92	667 67			45,158 74
British Yukon	905 00	17,291 05	18,962 67			168,993 99
Canada and Gulf Terminal		2,630 33	5,022 08			96,236 41
Canada Southern	9,453 34	9,292 76	301,099 76	14 48		20,719,331 46
Canadian National Railways—						
Intercolonial	40,345 35	65,592 59	1,102,355 25			26,977,807 50
P. E. Island	1,733 20	24,168 84	29,417 60			786,621 40
International of N. B.	246 97	268 71	2,278 19			232,460 27
St. John and Quebec	994 25	476 37	2,079 66			138,985 36
Transcontinental	19,287 51	37,118 29	191,115 39			10,395,243 66
Elgin and Havelock						17,637 42
Moncton and Buctouche	44 00	189 13	317 88			44,319 25
Salisbury and Albert	162 50		916 25			62,364 03
St. Martins			177 08			20,052 93
York and Carleton	20 00		21 00			9,106 25
Canadian Northern	172,354 29	84,907 18	1,329,172 00	41,464 60	4,703 95	48,238,461 54
Canadian Pacific	969,232 49	556,408 52	6,288,624 84	1,856 96	12,624 33	162,846,470 37
Cape Breton						22,852 41
Central Canada	200 00	30 29	1,220 39			24,181 71
Central Vermont	2,390 04	41 00	4,250 53			400,660 77
Crow's Nest Southern	668 58		1,694 93			78,081 52
Cumberland		7,711 66	8,250 46			158,207 92
Caraquet and Gulf Shore						
Dominion Atlantic	9,128 92	956 48	24,361 60			1,509,152 00
Eastern British Columbia	800 35		2,674 00			29,696 65
Edmonton, Dunvegan and British Columbia	2,759 24	3,837 30	36,685 14	4,603 69	1,611 40	840,387 60
Essex Terminal	979 00	21,529 55	29,362 55			161,471 15

Esquimalt and Nanaimo	16,179 62	658 67	25,921 76			1,062,046 1
Fredericton and Grand Lake Coal and Rly. Co		990 46	990 46			166,809 65
Grand Trunk System	213,955 31	131,788 39	1,745,905 58	6,209 60	70,068 20	66,429,147 25
Grand Trunk Pacific	36,384 49	47,652 06	239,194 54	23,405 07		7,562,314 48
Grand Trunk Pacific Branch Lines	8,455 33	4,257 57	32,044 95			2,063,454 53
Hereford	222 57	171 65	985 15			112,645 61
Kent Northern						
Kettle Valley	1,038 96	6,988 52	22,025 20	1,891 54		672,467 61
Lotbiniere and Megantic	15 00		15 00			50,047 38
Maine Central						28,986 29
Manitoba Great Northern		157 50	885 22	0 35		27,404 30
Maritime Coal, Rly. and Power Co	72 00		72 00			122,916 87
Massawippi Valley		158 86	4,389 48			220,828 62
Midland of Manitoba	578 82	4,461 80	19,868 46			307,518 34
Montreal and Atlantic	3,105 09	9,729 45	54,122 43	1 53		1,593,406 27
Morrissey, Fernie and Michel						93,045 23
Napierville Junction			792 09			493,440 84
Nelson and Fort Sheppard			2,366 89			55,676 65
New Brunswick Coal and Rly. Co		9,959 81	9,974 81			78,460 84
New Westminster Southern			20 94			1,060 18
Northern New Brunswick and Seaboard						
North Shore						
Ottawa and New York		73 35	1,574 99			373,772 13
Pacific and Great Eastern	105 25	533 28	1,931 53			340,551 55
Pere Marquette	8,060 70	3,330 42	31,516 79			4,650,713 94
Quebec Central	12,392 69	2,236 30	43,522 44			2,624,543 21
Quebec, Montreal and Southern			5,521 97			748,321 71
Quebec Oriental						355,545 04
Quebec Rly., Light and Power Co	94 63	34 70	219 39			166,182 72
Red Mountain		0 90	332 61			10,599 70
Roberval-Saguenay		6,526 11	19,320 83			271,763 64
Rutland and Noyan						10,040 47
St. Lawrence and Adirondack	18 00	16 08	19,119 05			1,188,981 57
Sydney and Louisburg		17,261 37	21,190 46			1,111,584 13
Temiscouata	23 00	2,921 08	8,027 63			361,171 61
Temiskaming and Northern Ontario	10,679 94	7,330 95	118,977 88		1,655 17	2,915,073 29
Thousand Islands						
Toronto, Hamilton and Buffalo	229 10	674 40	78,221 88			2,819 503 45
Vancouver, Victoria and Eastern	2,762 42	97,405 26	143,956 41	9 53	166 01	749,270 56
Victoria and Sidney, B.C			249 10			24,080 00
Victoria Terminal Rly. and Ferry Co			56 12			1,662 71
Wabash (in Canada)	102 19	975 13	28,931 44	76,732 66		5,347,815 18
Total	1,547,598 07	1,367,695 61	12,334,806 19	157,801 41	90,829 06	382,976,901 41

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919.

TABLEAU 7—Résumé des frais d'exploitation pendant l'exercice terminé le 30 juin 1919.

Name of Railway. — Nom du chemin de fer.	Maintenance of Way and Structures.—Entretien des voies et constructions.						
	Superintendence. — Administration.	Roadway maintenance. — Entretien des voies.	Underground Power Tubes. — Conduits souterrains pour force motrice.	Tunnels and Subways. — Tunnels et passages souterrains.	Bridges Trestles, and Culverts. — Ponts, croisillons et ponceaux.	Ties. — Traverses.	Rails. — Rails.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	15,552 37	66,504 89	......	......	41,890 50	18,241 65	4,059 95
Algoma Eastern	7,331 81	22,867 54	......	......	6,226 63	6,278 25	1,944 77
Alberta Great Waterways	1,376 42	2,301 51	......	......	36 74	1,220 00	182 64
Altantic, Quebec and Western	2,092 80	42,894 32	......	1,162 40	1,560 44	2,073 07	8 78
Brandon, Sask. and Hudson Bay	8,249 19	15,715 81	......	......	3,545 87	13,853 74	41 01
British Yukon	46 65	......	......	......	1,716 74	4,118 59	395 59
Canada and Gulf Terminal	472 62	11,824 85	......	......	32 75	1,798 10	......
Canada Southern	130,877 61	284,186 95	......	38,613 10	42,180 70	66,602 89	99,015 48
Canadian National Railways—							
Intercolonial	265,119 64	366,383 35	......	1,589 74	201,966 12	549,334 15	642,591 91
P. E. Island	27,083 20	44,674 60	......	......	6,707 46	99,338 22	84,694 26
International of N.B	8,823 40	32,624 34	......	......	2,973 85	24,949 67	3,595 71
St. John and Quebec	6,376 99	23,238 57	......	......	3,209 29	9,653 85	Cr. 374 01
Transcontinental	185,753 32	449,864 78	......	110 70	243,631 07	594,313 14	Cr. 35,107 77
Elgin and Havelock	2,308 08	3,440 26	......	......	2,988 32	6,824 18	361,56
Moncton and Buctouche	2,007 12	1,711 13	......	......	1,697 55	6,996 22	452 68
Salisbury and Albert	2,288 95	3,657 73	......	......	175 64	11,392 91	Cr. 1,212 19
St. Martins	2,782 85	2,449 76	......	......	1,288 60	7,790 87	177 27
York and Carleton	270 20	2,362 48	......	......	Cr. 434 80	1,462 43	Cr. 3,554 05
Canadian Northern	495,018 12	1,658,365 23	......	3,259 23	549,449 50	1,834,500 22	177,148 63
Canadian Pacific	816,917 05	2,823,323 34	......	68,266 15	1,034,841 70	2,261,615 26	1,955,258 06
Cape Breton	6,878 68	......	......	......	22 50	2,437 57	......
Central Canada	830 92	1,957 66	......	......	174 12	91 50	......
Central Vermont	4,297 57	13,465 77	......	......	14,038 48	45,053 65	9,882 72
Crow's Nest Southern	10,623 85	48,501 15	......	......	28,291 06	20,037 09	Cr. 11,358 13
Cumberland	1,350 10	19,517 64	......	......	995 01	5,388 41	600 00
Caraquet and Gulf Shore	......	......	......	......	......	......	......
Dominion Atlantic	11,716 52	43,870 64	......	......	15,293 60	49,249 65	24,000 00
Eastern British Columbia	Cr. 7 38	8,840 78	......	......	688 28	1,393 93	......
Edmonton, Dunvegan and British Columbia	7,795 86	29,329 61	......	......	5,892 03	13,951 66	991 09
Essex Terminal	1,031 49	7,864 99	......	......	45 00	5,370 37	5,899 35

Esquimalt and Nanaimo	11,897 09	61,164 08			18,055 08	24,918 82	4,062 70
Fredericton and Grand Lake Coal and Rly. Co	973 54	1,440 27			0 74	20,149 84	
Grand Trunk System	301,328 38	724,087 64			500,776 36	1,410,488 49	340,755 21
Grand Trunk Pacific	156,694 29	692,784 61		513 25	166,818 66	214,793 83	Cr. 2,707 29
Grand Trunk Pacific Branch Lines	84,759 35	120,562 58		855 23	18,111 56	34,508 01	1,162 55
Hereford	1,978 36	11,406 04			2,647 74	7,534 40	1,102 29
Kent Northern							
Kettle Valley	13,750 91	176,575 37		2,336 02	30,840 73	22,930 59	1,027 53
Lotbiniere and Megantic		9,984 44			209 69	5,291 04	
Maine Central	48 15	899 15				1,176 26	535 17
Manitoba Great Northern	9,219 84	12,494 34			1,255 85	18,487 71	3 12
Maritime Coal Rly. and Power Co	957 26	17,433 92			1,470 91	4,342 87	
Massawippi Valley	3,152 52	9,659 33			2,608 87	6,829 14	3,576 55
Midland of Manitoba	4,485 24	291 80			Cr. 471 45	Cr. 1,398 68	17 42
Montreal and Atlantic	9,315 36	30,844 55			36,534 32	48,456 47	45,593 25
Morrissey, Fernie and Michel		7,144 66				3,008 35	
Napierville Junction	2,731 41	4,876 64			269 84	9,941 93	24,369 48
Nelson and Fort Sheppard	6,390 49	15,704 48			2,656 75	11,191 80	7 75
New Brunswick Coal and Rly. Co	1,146 74	1,934 61			16,355 00	11,765 70	204 29
New Westminster Southern	1,952 79	1,089 49			986 88	136 95	0 33
Northern New Brunswick and Seaboard							
North Shore							
Ottawa and New York	5,209 77	15,098 45			1,958 99	5,725 04	10,352 91
Pacific Great Eastern	6,289 18	47,092 22			12,357 67	6,048 27	Cr. 12 55
Pere Marquette	21,157 21	46,877 10			9,227 82	56,684 66	3,627 61
Quebec Central	14,321 36	182,375 43			12,230 47	51,348 75	40,000 00
Quebec, Montreal and Southern	12,411 45	28,325 33			16,005 40	57,665 20	397 35
Quebec Oriental	4,965 35	51,379 20			11,818 24	19,519 02	22 55
Quebec Rly., Light and Power Co	568 50	12,200 60			608 12	2,479 58	
Red Mountain	1,156 91	2,741 94			3,978 18	1,881 55	28 35
Roberval-Saguenay	2,648 32	14,088 66			818 61	1,814 06	2,302 57
Rutland and Noyan	389 03	763 08			253 32	1,412 02	182,38
St. Lawrence and Adirondack	4,472 00	14,638 81			9,239 66	16,626 87	34,857 57
Sydney and Louisburg	5,234 47	88,349 68			2,150 88	34,111 04	22,428 45
Temiscouata	3,184 91	46,665 38			6,762 36	6,681 92	1,394 15
Temiskaming and Northern Ontario	31,503 32	81,597 43			26,193 27	34,001 90	36,574 46
Thousand Islands							
Toronto, Hamilton and Buffalo	48,082 39	65,391 32		4,252 20	23,055 55	33,646 90	17,136 19
Vancouver, Victoria and Eastern	49,413 08	107,404 61		2,979 40	109,067 50	70,982 27	Cr. 903 08
Victoria and Sidney, B.C		390 28	3,616 00		1 15		Cr. 5 25
Victoria Terminal Rly. and Ferry Co	25 32	171 33					0 67
Wabash (in Canada)	524 02						
Total	2,847,604 31	8,737,668 53	3,616 00	123,937 42	3,255,979 47	7,920,513 81	3,547 789 99

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Résumé des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Maintenance of Way and Structures—*Continued.*—Entretien des voies et constructions—suite.							
	Other Track Material. — Autre matériel des voies ferrées.	Ballast. — Ballast.	Tracklaying and Surfacing. — Posage de voie et nivellement.	Right of Way Fences. — Clôtures des voies.	Snow and Sand Fences and Snow Sheds — Abris contre les neiges et les sables.	Crossings and Signs. — Passages à niveau et indicateurs.	Station and Office Buildings. — Edifices de gares et de bureaux.	Roadway Buildings. — Bâtiments sur la voie.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	10,309 55	5,533 91	138,496 58	969 44		336 56	4,381 50	4,620 98
Algoma Eastern	8,603 16	3,500 00	40,177 23	39 91	13 20	183 04	1,833 38	2,854 48
Alberta Great Waterways	422 55		9,579 45	58 83	156 53	155 28	84 40	109 41
Atlantic, Quebec and Western	1,404 97	7 60			1,215 35	1,342 99	572 42	1,043 67
Brandon, Sask. and Hudson Bay	311 32	219 81	24,783 69	1,167 98	1,662 78	500 43	4,420 69	954 66
British Yukon	140 20		12,407 66		76 57	0 65		3,640 95
Canada and Gulf Terminal					102 47	669 77		1,725 33
Canada Southern	193,156 24	97,651 24	683,090 67	29,161 50		21,039 33	27,717 32	6,084 06
Canadian National Railways—								
Intercolonial	587,494 24	240,412 52	1,737,750 64	89,383 44	5,794 50	47,802 27	324,586 34	12,139 73
P. E. Island	38,952 46	10,162 25	109,947 05	13,771 82	4,027 18	2,298 04	15,345 62	164 92
International of N. B.	4,949 93	4,983 45	57,792 83	393 45		442 15	2,037 57	721 08
St. John and Quebec	2,434 02	375 98	28,366 44	1,514 63	49 55	743 46	3,645 56	164 61
Transcontinental	120,215 27	72,746 84	1,415,846 04	9,469 56	4,962 06	8,764 77	98,664 14	18,830 76
Elgin and Havelock	6,047 23	562 48	9,358 93	59 00		49 66	498 60	5 66
Moncton and Buctouche	3,607 75	353 85	17,465 60	1,248 46	75 66	78 71	236 42	458 41
Salisbury and Albert	12,084 03	765 34	27,574 39	78 61	152 83	1,261 76	439 27	45 95
St. Martins	4,074 77	531 16	9,155 80	188 79		13 11	751 96	
York and Carleton	Cr. 148 67	217 02	5,048 41	6 85		8 00	718 42	
Canadian Northern	329,290 46	12,054 48	4,612,703 90	68,588 92	14,366 19	60,135 70	305,242 07	53,128 15
Canadian Pacific	963,082 30	480,149 17	7,318,745 60	314,780 01	90,323 12	153,225 39	1,137,156 41	113,962 32
Cape Breton				421 74			299 74	
Central Canada	86 99		6,886 69	28 80		12 48	83 16	17 40
Central Vermont	4,287 91	3,715 27	61,767 93	5,959 03	544 19	579 44	5,733 67	119 00
Crow's Nest Southern	Cr. 2,200 55		41,944 40	1,227 32		82 98	912 73	467 51
Cumberland	732 07				78 00	766 85		1,071 65
Caraquet and Gulf Shore								
Dominion Atlantic	16,178 48	11,329 74	100,325 63	5,237 58	46 88	2,956 41	14,670 82	450 54
Eastern British Columbia	15 19					7 85	0 96	19 54
Edmonton, Dunvegan and Br. Columbia	1,758 35	12,606 72	82,469 03	115 48	339 25	569 30	1,479 58	578 88
Essex Terminal	4,293 00	651 43				193 32		37 70

Esquimalt and Nanaimo	Cr. 752 99	13 48	60,716 61	1,701 20	....	635 85	10,697 93	250 32
Fredericton and Grand Lake Coal and Rly. Co	1,410 77	116 88	21,806 61	39 67	....	15 28	164 93	....
Grand Trunk System	769,342 08	149,050 78	2,988,863 37	180,482 81	27,722 19	182,741 26	472,351 76	35,826 67
Grand Trunk Pacific	41,341 67	79,613 62	1,343,032 33	5,520 13	646 13	9,340 52	61,837 26	6,041 12
Grand Trunk Pacific Branch Lines	25,234 58	20,592 56	498,016 73	3,193 95	727 35	4,748 52	13,529 39	3,267 72
Hereford	1,524 81	90 23	24,504 29	4,620 84	....	277 69	603 35	41 59
Kent Northern	....	....	....	....	....	....	....	....
Kettle Valley	1,329 69	5,365 22	98,377 98	1,930 89	63 98	867 94	2,698 08	552 52
Lotbiniere and Megantic	213 08	....	....	....	....	61 63	....	98 56
Maine Central	25 86	....	1,788 31	....	....	....	....	....
Manitoba Great Northern	234 65	....	35,573 90	420 93	21 84	451 84	1,380 13	61 12
Maritime Coal Rly. and Power Co	2,684 20	....	....	....	....	....	341 38	....
Massawippi Valley	3,454 65	....	25,289 30	2,213 96	....	1,119 99	2,449 25	16 52
Midland of Manitoba	335 24	601 44	4,175 63	....	....	78 17	1,240 12	....
Montreal and Atlantic	17,804 12	2,384 84	95,796 77	7,578 42	6,159 48	3,298 54	13,068 80	437 26
Morrissey, Fernie and Michel	....	....	....	....	....	....	....	....
Napierville Junction	865 91	937 69	30,738 60	140 38	635 89	233 28	Cr. 649 19	....
Nelson and Fort Sheppard	125 83	....	25,752 78	38 99	Cr. 8 25	25 52	115 91	74 81
New Brunswick Coal and Rly. Co	1,387 54	6,350 55	21,785 01	40 01	....	295 07	663 47	....
New Westminster Southern	51 63	....	1,762 12	3 00	....	20 31	8 90	....
Northern New Brunswick and Seaboard	....	....	....	....	....	....	....	....
North Shore	....	....	....	....	....	....	....	....
Ottawa and New York	2,127 60	168 90	30,874 94	6,756 63	107 72	1,450 86	6,201 71	1,387 91
Pacific Great Eastern	579 11	....	40,078 23	394 92	....	386 95	1,003 14	815 76
Pere Marquette	19,456 25	2,219 39	125,522 45	7,739 09	99 04	3,648 15	11,205 72	1,254 54
Quebec Central	5,159 48	24,352 98	32,183 90	3,200 21	1,853 05	355 58	2,314 99	40,512 40
Quebec, Montreal and Southern	10,708 15	444 57	39,047 66	3,262 95	324 34	2,276 48	4,235 71	272 14
Quebec Oriental	4,657 75	13,678 11	....	1,842 30	911 15	644 51	1,033 11	1,950 21
Quebec Rly., Light and Power Co	551 19	480 23	....	....	....	1,102 29	1,639 90	....
Red Mountain	17 73	....	4,334 45	27 78	27 85	24 59	64 83	4 74
Roberval-Saguenay	576 11	2,779 68	297 48	1,033 04	542 12	....	2,150 58	....
Rutland and Noyan	232 37	11 89	2,337 92	131 44	3 73	66 53	275 47	15 19
St. Lawrence and Adirondack	25,684 15	4,142 62	50,117 79	2,861 84	....	1,441 23	4,194 31	997 73
Sydney and Louisburg	18,939 67	113 75	....	....	272 27	4,441 46	....	5,312 83
Temiscouata	2,965 24	....	....	....	115 45	493 06	1,873 11	....
Temiskaming and Northern Ontario	27,001 03	3,299 30	184,520 94	5,656 28	....	1,402 29	29,347 63	10,478 37
Thousand Islands	....	....	....	....	....	....	....	....
Toronto, Hamilton and Buffalo	20,459 87	13,075 00	112,870 49	12,332 67	318 76	5,001 71	21,654 08	1,012 23
Vancouver, Victoria and Eastern	3,100 45	380 96	157,862 97	3,214 12	Cr. 5 35	2,620 60	11,458 71	3,710 47
Victoria and Sidney, B.C	3 87	....	....	....	....	....	....	....
Victoria Terminal Rly. and Ferry Co	0 32	....	....	....	....	0 07	....	57 52
Wabash (in Canada)	17 10	....	....	....	....	....	207 81	....
Total	3,320,233 98	1,288,794 93	22,609,714 15	800,249 60	164,523 68	533,787 47	2,630,875 03	337,867 60

TABLE 7.—Summary of operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Résumé des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Maintenance of Way of Structures—*Continued.*—Entretien des voies et constructions—*suite.*							
	Water Stations. — Stations pour eau.	Fuel Stations. — Stations pour combustible.	Shop and Engine-houses — Ateliers et remises à machines.	Grain Elevators. — Elévateurs à grain.	Storage Warehouses. — Entrepôts d'emmagasinage.	Wharves and Docks. — Quais et docks.	Coal and Ore Wharves. — Quais à houille et minerai.	Gas-producing Plants. — Usine à gaz.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	5,913 10	1,139 60	10,427 39				23,608 85	
Algoma Eastern	1,700 48	553 63	1,851 55				10,998 46	
Alberta and Great Waterways	753 00	1 57	27 13					
Atlantic, Quebec and Western								
Brandon, Sask. and Hudson Bay	1,237 69	99 48	267 28					
British Yukon						1,180 94		
Canada and Gulf Terminal								
Canada Southern	27,827 14	6,971 79	50,842 38			215 55		
Canadian National Railways—								
Intercolonial	46,222 68	47,786 84	208,009 92	7,149 74	204 85	83,455 83		5,946 72
P. E. Island	5,062 69	9,636 86	5,100 33			4,169 61		
International of N. B.	443 18		245 81			3 40		
St. John and Quebec	1,249 73	76 78	692 44					
Transcontinental	56,788 01	23,157 28	114,482 26	2,195 52				0 10
Elgin and Havelock	6 90		480 35					
Moncton and Buctouche	77 49	67 09	331 12					
Salisbury and Albert	640 28		149 01					
St. Martins	114 85	1 51	857 35					
York and Carleton			225 73					
Canadian Northern	266,065 39	42,265 23	214,616 61	53 47		6,099 10	1,444 12	674 45
Canadian Pacific	574,972 25	190,259 48	889,251 71	137,785 03	3,724 51	92,828 86	125,341 40	
Cape Breton								
Central Canada	473 57							
Central Vermont	2,139 41	520 07	710 88			Cr. 5 87		
Crow's Nest Southern	966 86	314 17	821 64					
Cumberland	32 54	91 03	381 25					
Caraquet and Gulf Shore								
Dominion Atlantic	515 96	1,845 57	4,472 81			732 10		
Eastern British Columbia	46 00		38 40					
Edmonton, Dunvegan and Br. Columbia	3,126 90		2,246 55					
Essex Terminal								

Esquimalt and Nanaimo	748 02	1,138 51	3,401 32			1,004 97		
Fredericton and Grand Lake Coal and Rly. Co.	3 00	1,607 20	25 85					
Grand Trunk System	111,169 38	48,096 70	683,529 02	15,823 15		42,761 19	359 18	
Grand Trunk Pacific	44,066 43	6,779 71	90,792 79		2 55	14,317 80	6 24	
Grand Trunk Pacific Branch Lines	8,182 49	838 09	10,452 49					
Hereford	276 46	8 17	229 29					
Kent Northern								
Kettle Valley	2,035 08	505 07	692 10			1,209 91		
Lotbiniere and Megantic								
Maine Central								
Manitoba Great Northern	836 39	14 50	156 69					
Maritime Coal, Rly. and Power Co.								
Massawippi Valley	1,727 80	157 40	2,017 02					
Midland of Manitoba	250 19		379 42					
Montreal and Atlantic	2,587 84	2,930 67	5,291 83		1,322 40			
Morrissey, Fernie and Michel								
Napierville Junction	437 81							
Nelson and Fort Sheppard	182 72							
New Brunswick Coal and Rly. Co.	114 44	68 68	553 34					
New Westminster Southern	Cr. 0 62							
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	525 73	92 02	106 20					
Pacific Great Eastern	3,204 35	333 82	1,250 21			12,929 83		
Pere Marquette	5,576 46	702 30	13,472 98			6,732 21		
Quebec Central	2,893 74	3,472 49	5,787 48			3,092 69		
Quebec, Montreal and Southern	2,574 52	1,680 35	2,508 86					
Quebec Oriental								
Quebec Rly., Light and Power Co.								
Red Mountain	112 28	Cr. 0 63						
Roberval-Saguenay						83 35		
Rutland and Noyan	75 76	39 04	400 85					
St. Lawrence and Adirondack	1,238 67	1,014 33	5,245 11					
Sydney and Louisburg	924 46	1,273 91	4,329 38					
Temiscouata								
Temiskaming and Northern Ontario	12,885 71	2,106 94	17,403 33					
Thousand Islands								
Toronto, Hamilton and Buffalo	2,696 88	841 31	13,304 62			1,440 45		
Vancouver, Victoria and Eastern	3,791 17	3,159 16	4,644 34			1,451 35		
Victoria and Sidney, B.C.	41 89	12 11				722 21		
Victoria Terminal Rly. and Ferry Co.	0 10					0 10		
Wabash (in Canada)								
Total	1,205,535 25	401,659 83	2,372,504 42	163,006 91	5,254 31	274,425 58	161,758 25	6,621 27

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Maintenance of Way and Structures—*Continued.*—Entretien des voies et ouvrages—*suite.*							
	Telegraph and Telephone Lines. — Lignes de télégraphe et de téléphone.	Signals and Interlockers. — Signaux et aiguillage à enclenchement	Power Transmission System. — Réseau de transmission de force motrice.	Miscellaneous Structures. — Diverses. constructions.	Paving. — Pavage.	Roadway Machines. — Machines routières.	Small Tools and Supplies. — Menus outils et fournitures.	Removing Snow, Ice and Sand. — Enlèvement de neige, glace et sable.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	4,236 25	800 72		1,977 88		4,443 32	4,971 72	16,076 22
Algoma Eastern	3,406 16	90 46		224 11		2,140 96	2,647 52	2,345 15
Alberta Great Waterways	739 77					461 60	1,054 77	325 39
Atlantic, Quebec and Western	141 94						1,316 26	10,325 93
Brandon, Sask. and Hudson Bay	611 85	126 29				550 34	732 45	7,294 42
British Yukon	489 74						973 45	7,325 65
Canada and Gulf Terminal	51 33					234 26		1,685 81
Canada Southern	3,958 67	109,067 80	21,199 79	332 77		12,087 94	31,718 11	Cr. 8,195 60
Canadian National Railways—								
Intercolonial	55,419 45	48,846 71	10,300 38	2,175 34		19,922 59	71,338 99	327,181 00
P. E. Island	4,265 24	804 03	347 37	33 11		3,427 81	7,783 64	13,143 91
International of N. B.	4,187 15	334 90				559 53	2,246 21	13,938 69
St. John and Quebec	1,737 91	152 01				200 33	1,157 28	6,808 62
Transcontinental	56,882 18	16,586 87	48 82			13,862 62	55,889 88	255,807 93
Elgin and Havelock	21 57	2 36				1,095 12	1,611 69	1,249 13
Moncton and Buctouche	21 60	2 23				795 41	771 80	2,286 84
Salisbury and Albert	323 92	2 36				976 94	1,864 45	3,919 79
St. Martins	246 31	3 22				1,326 16	1,055 07	1,297 45
York and Carleton							35 12	449 27
Canadian Northern	207,484 46	38,669 52	1,441 60	12,380 53		64,246 29	172,899 43	461,938 39
Canadian Pacific	387,919 43	230,329 67		54,606 73	1,894 73	82,867 85	263,659 51	984,586 41
Cape Breton								89 75
Central Canada	432 29					6 14	237 76	347 12
Central Vermont	1,388 08	55 57				150 37	848 55	12,223 88
Crow's Nest Southern	846 61	210 87				638 68	1,732 34	
Cumberland	137 69						324 18	1,372 82
Caraquet and Gulf Shore								
Dominion Atlantic	792 80	Cr. 22 39		82 92		1,485 80	2,459 90	1,593 74
Eastern British Columbia	30 47			168 77		650 32	134 79	2,139 95
Edmonton, Dunvegan and British Columbia	4,691 25	0 32		2 25		2,859 71	5,726 76	5,877 18
Essex Terminal		839 55						

Esquimalt and Nanaimo	111 14	Cr. 125 20			15 87	1,822 64	1,792 11	506 43
Fredericton, Grand Lake Coal and Ry. Co.	35 93					89 49	834 08	918 07
Grand Trunk System	33,519 10	109,470 92	934 64	19,719 43	714 96	24,607 34	101,181 66	161,867 39
Grand Trunk Pacific	15,224 79	4,641 53		328 86		8,480 73	39,802 26	76,586 63
Grand Trunk Pacific Branch Lines	2,931 84	3,251 77				2,179 35	22,952 54	37,459 15
Hereford	11 72	74 01				275 27	647 75	4,550 07
Kent Northern								
Kettle Valley	4,683 04	0 25		128 36		2,732 34	2,826 72	31,909 90
Lotbiniere and Megantic	20 54						56 07	97 50
Maine Central								
Manitoba Great Northern	601 43	610 59				479 61	1,406 18	2,159 87
Maritime Coal Rly. and Power Co.								
Massawippi Valley	247 01	17 65		3 15		260 93	1,578 53	3,077 01
Midland of Manitoba	234 40					45 74	129 45	602 10
Montreal and Atlantic	16,140 62	1,863 62		1,000 99		2,363 76	3,978 85	11,911 38
Morrissey, Fernie and Michel								1,224 03
Napierville Junction	121 75	387 98				33 27	258 03	2,479 23
Nelson and Fort Sheppard	423 47	167 97				189 57	302 34	2,897 28
New Brunswick Coal and Rly. Co.	86 40					244 52	661 89	783 09
New Westminster Southern		91 49				25 37	80 84	139 82
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	24 26	5,040 44				4 19	1,993 64	4,782 80
Pacific Great Eastern	2,357 46			20 91		3,315 82	3,923 68	4,827 94
Pere Marquette	920 43	10,766 86	204 50			3,172 72	3,015 58	727 34
Quebec Central						3,258 38	4,887 58	8,259 80
Quebec, Montreal and Southern	103 06	1,483 49			128 99	906 11	2,825 51	12,973 72
Quebec Oriental	453 35						1,945 28	4,037 03
Quebec Rly., Light and Power Co.	0 42	419 10	2,597 72				276 10	3,607 82
Red Mountain	191 20	28 31				61 97	35 65	1,823 26
Roberval-Saguenay	117 22	49 29	1,791 51				691 84	9,288 55
Rutland and Noyan	12 59	24 71				47 73	71 68	134 70
St. Lawrence and Adirondack	142 65	2,638 63				383 22	2,163 65	5,934 14
Sydney and Louisburg	1,034 86						1,809 04	3,725 32
Temiscouata							898 67	8,652 73
Temiskaming and Northern Ontario	4,569 86	73 85	195 17	248 62		6,634 72	10,725 88	37,631 48
Thousand Islands								
Toronto, Hamilton and Buffalo	3,501 52	29,724 51		931 07		2,434 68	4,874 41	1,822 92
Vancouver, Victoria and Eastern	7,073 68	3,874 93		80 70		3,000 87	3,743 70	6,622 06
Victoria and Sidney, B.C.							6 68	
Victoria Terminal Rly. and Ferry Co.							0 21	
Wabash (in Canada)								
Total	835,359 86	621,479 77	39,061 50	94,446 50	2,754 55	282,040 43	857,549 71	2,587,455 40

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Maintenance of Way and Structures—*Concluded*.—Entretien des voies et ouvrages.—*fin*.							
	Assessments for Public Improvements — Taxes pour améliorations publiques.	Injuries to Persons. — Blessures aux personnes.	Insurance. — Assurances.	Stationery and Printing. — Papeterie et impressions.	Other Expenses. — Autres dépenses.	Maintaining Joint Tracks, Yards and other Facilities-Dr. — Entretien des voies et parcs communs. Dt.	Maintaining Joint Tracks, Yards and other Facilities-Cr. — Entretien des voies et parcs communs. Av.	Total Maintenance of Way and Structures. — Total de l'entretien du matériel des voies et constructions.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay		761 62	14,563 70	666 36	409 01			400,893 62
Algoma Eastern		11 75	4,827 00	218 66	70 90	1,580 00		134,520 19
Alberta Great Waterways			266 32	198 76		2,855 02		22,367 09
Atlantic, Quebec and Western					1,082 98			68,245 92
Brandon, Sask. and Hudson Bay		47 05	131 12	244 16	255 25			87,024 36
British Yukon		Cr. 123 15		0 21	33 88			32,424 32
Canada and Gulf Terminal								18,597 29
Canada Southern	Cr. 43 60	9,825 51	1,540 74	5,417 43		75,348 95	152,266 88	1,915,225 58
Canadian National Railways—								
Intercolonial		5,343 14	Cr. 13 60	19,833 12	1,247 73	149,068 21	13,065 48	6,168,722 75
P. E. Island		77 18		3,010 76	69 50			514,099 75
International of N. B			2 11	352 53		200 00		166,800 94
St. John and Quebec								91,474 04
Transcontinental		2,246 48	200 19	12,600 83	185 31		26,933 49	3,772,065 47
Elgin and Havelock		6 09		110 62				37,087 79
Moncton and Buctouche				107 51	10 00			40,860 65
Salisbury and Albert				142 49	32 55			66,757 01
St. Martins		12 00	13 60	97 97				34,230 43
York and Carleton								6,666 41
Canadian Northern		11,816 34	165,433 70	17,689 94	2,513 82	80,115 49	57,560 16	11,883,538 52
Canadian Pacific	31,250 02	86,608 83		15,619 70	3,238 50	459,943 49	100,077 93	24,048,256 06
Cape Breton								10,149 98
Central Canada			193 19					11,859 79
Central Vermont		35 72		79 88		365 58		187,956 75
Crow's Nest Southern	3,650 22	35 69	473 78	244 18	Cr. 90 22	99 00		148,473 23
Cumberland								32,839 24
Caraquet and Gulf Shore								
Dominion Atlantic		100 95		145 41	103 30			309,635 36
Eastern British Columbia					34 21			14,202 06
Edmonton, Dunvegan and British Columbia		59 56	3,972 69	63 48		8,936 48	3,053 78	192,386 19

Essex Terminal								26,226 20
Esquimalt and Nanaimo	688 15			198 28				204,662 41
Fredericton, Grand Lake Coal and Ry. Co.				4 96				49,637 11
Grand Trunk System		33,170 22	63,962 53	7,895 86	1,478 08	76,435 12	1,002,992,03	8,617,520 84
Grand Trunk Pacific	59 95	9,737 75	35,292 43	4,163 43	1,983 34	17,128,93	817 47	3,144,848 81
Grand Trunk Pacific and Branch Lines		4,453 19	9,130 49	1,678 06	16 48			932,794 02
Hereford		50 00	187 60	240 95	7 42	929 69		63,820 03
Kent Northern								
Kettle Valley		9 00	4,851 72	443 41	33 46	2,723 37	47,911 09	365,520 09
Lotbiniere and Megantic			1 75				424 00	15,610 30
Maine Central				19 05				4,491 95
Manitoba Great Northern		28 28	94 45	305 21	345 28	122 73		86,766 48
Maritime Coal, Rly. and Power Co.						360 00		27,590 54
Massawippi Valley			215 45	5 38		613 27		70,290 68
Midland of Manitoba		Cr. 1 12	712 48	105 49		38,704 52		50,517 60
Montreal and Atlantic	555 01	1,124 54		555 56		2,105 95	38 67	370,966 53
Morrissey, Fernie and Michel					2,109 21		99 00	13,387 25
Napierville Junction	6 17		59 04	127 08		1,694 23	691 60	79,984 85
Nelson and Fort Sheppard		18 94	96 72	183 14	434 68	2,811 00		69,784 69
New Brunswick Coal and Rly. Co.								64,440 35
New Westminster Southern		3 02	45 32	30 52	272 95			6,701 14
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York				0 73	11 45	1,807 88		101,810 77
Pacific and Great Eastern		23 79	9,972 47	401 80	7 50			157,602 48
Pere Marquette	632 89	1,419 85	764 91	998 78	30 90	153,246 24	4,067 87	507,036 11
Quebec Central		1,870 31	1,440 00	282 93	39 05	720 00		446,213 05
Quebec, Montreal and Southern	21 84	149 00	852 00	254 74	6 60	2,918 41		204,763 93
Quebec Oriental					1,547 48			120,404 64
Quebec Rly., Light and Power Co.				15 76		313 24		26,860 57
Red Mountain		2 82	101 27	30 50	78 29			16,753 82
Roberval-Saguenay				67 70	988 79	40 42		42,169 90
Rutland and Noyan			4 28	17 63				6,903 34
St. Lawrence and Adirondack		7 87			0 71	16,900 62		204,944 18
Sydney and Louisburg								194,451 47
Temiscouata				6 98				79,693 96
Temiskaming and Northern Ontario		463 17	4,190 97	1,098 87	25 00	2,696 00	14,846 83	557,678 96
Thousand Islands								
Toronto, Hamilton and Buffalo	199 48	4,902 33	713 64	1,221 70	725 12	7,196 03	50,783 87	404,036 16
Vancouver, Victoria and Eastern	89 88	161 06	2,705 17	1,248 34	5,337 53	50,097 90	33,053 43	585,315 12
Victoria and Sidney, B.C.								4,788 94
Victoria Terminal Rly. and Ferry Co.								255 64
Wabash (in Canada)			31 67	3 96		689,162 28	310 24	689,636 60
Total	37,110 01	174,458 78	327,030 90	98,450 80	24,676 04	1,847,240 05	1,508,993 82	69,034,242 27

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Maintenance of Equipment.—Entretien du matériel.							
	Superintendence. — Direction.	Shop Machinery. — Machinerie des ateliers.	Power Plant Machinery. — Usine de force motrice.	Power Sub-station Apparatus. — Machinerie et outillage des sous-stations.	Steam Locomotives Repairs. — Locomotives à vapeur. Réparations.	Steam Locomotives Renewals. — Locomotives à vapeur. Renouvellements.	Freight-train Cars—Repairs. — Wagons à marchandises. Réparations.	Freight-train Cars—Renewals. — Wagons à marchandises. Renouvellements.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	12,223 72	6,597 76			115,103 65		151,963 58	
Algoma Eastern	8,305 13	2,419 92			79,996 82		67,708 17	
Alberta Great Waterways					7,460 73		13,094 04	454 76
Atlantic, Quebec and Western		538 58			26,988 58		1,468 16	
Brandon, Sask. and Hudson Bay	1,274 91	960 93	128 64		11,495 77		307 21	
British Yukon	974 95	134 58			4,990 00		1,879 52	
Canada and Gulf Terminal	466 62				6,502 63		911 28	
Canada Southern	111,264 45	51,565 00	2,350 30	8,246 36	1,405,137 90	108,726 22	1,035,780 25	78,431 84
Canadian National Railways—								
Intercolonial	145,020 46	132,373 33	15,930 01		2,032,903 28		1,608,519 68	
P. E. Island	6,616 41	5,894 29	735 70		74,820 71		21,829 34	
International of N. B.	2,794 67	2,541 63	313 07		40,337 52		15,390 80	
St. John and Quebec	300 00				11,848 68		713 64	
Transcontinental	82,825 36	101,896 66	16,967 66		966,686 64		980,493 43	
Elgin and Havelock	220 02	221 34	24 84		1,864 77		377 90	
Moncton and Buctouche	351 14	322 34	39 61		2,994 40		884 13	
Salisbury and Albert	677 98	616 15	76 05		3,245 21		2,546 29	
St. Martins	308 25	277 78	33 59		638 46		421 40	
York and Carleton	130 59	119 74	14 79		1,138 12		300 94	
Canadian Northern	352,481 65	250,461 16	2,255 44	553 16	3,428,609 21		3,494,017 88	
Canadian Pacific	493,568 29	1,157,785 05			9,604,921 62	244,242 34	9,641,579 89	2,895,248 25
Cape Breton					765 14			
Central Canada					4,770 79		1,104 26	
Central Vermont	2,050 11				21,785 09		9,804 05	
Crow's Nest Southern	1,414 32	1,068 59	144 67		24,368 30		23,870 33	
Cumberland	1,091 34				17,905 94		4,074 69	
Caraquet and Gulf Shore								
Dominion Atlantic	5,752 93	3,261 90	1,515 19		91,264 05	12,000 00	33,766 34	
Eastern British Columbia	Cr. 9 85	259 90			4,687 15		2,298 08	
Edmonton, Dunvegan and British Columbia	11,063 29	2,416 24			41,926 69		24,318 88	4,219 65
Essex Terminal					11,310 01		3,865 83	

Esquimalt and Nanaimo	4,965 32	1,477 95			63,101 51		34,205 54	
Fredericton and Grand Lake Coal and Ry. Co		33 13			6,543 20		1,244 86	
Grand Trunk System	277,746 58	473,752 01	5,262 40		7,964,775 21		5,356,703 48	
Grand Trunk Pacific	111,953 00	47,180 10	1,065 03		870,556 37	39,102 60	1,752,554 35	50,244 37
Grand Trunk Pacific Branch Lines	48,997 13	7,620 78	75 79		271,785 81	12,114 48	296,482 49	7,181 42
Hereford	1,657 79	319 97			24,534 17	2,298 99	21,076 47	Cr. 131 37
Kent Northern								
Kettle Valley	7,577 25	2,529 43			53,553 91		26,902 93	
Lotbiniere and Megantic		616 44			1,669 89		325 56	
Maine Central	219 66	52 66			1,060 99	27 28	3,131 77	Cr. 25 00
Manitoba Great Northern	1,246 33	592 37	82 49		8,033 06		548 58	
Maritime Coal, Ry. and Power Co	1,237 20	164 14			7,314 97		536 06	
Massawippi Valley	2,006 72	1,553 49			31,525 92		26,264 19	
Midland of Manitoba	4,680 82	2,141 62			45,149 92		16,217 65	
Montreal and Atlantic	4,657 45	8,578 82			124,862 09		13,455 82	22,215 34
Morrissey, Fernie and Michel		3,225 77			7,316 38		4,832 60	
Napierville Junction	2,217 97				34,629 45		8,956 91	
Nelson and Fort Sheppard	1,284 94	802 65	98 63		8,192 28		1,131 91	
New Brunswick Coal and Rly. Co	179 91	13 86			4,550 39		5,693 04	
New Westminster Southern	92 95				657 84			
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	12,462 37	7,720 75			28,983 26		12,367 06	
Pacific Great Eastern	4,129 99	2,190 14			38,218 73		12,253 49	
Pere Marquette	25,983 36	12,006 03	627 12		288,372 61		42,378 37	
Quebec Central	16,638 99	17,398 21			107,057 76	39,356 84	126,314 19	
Quebec, Montreal and Southern	12,337 24	3,463 72			64,995 50		117,075 43	6,058 64
Quebec Oriental		606 00			38,292 54		2,838 86	
Quebec Rly., Light and Power Co	341 09	478 08			7,900 00		8,560 84	
Red Mountain	176 46	40 35	3 64		1,449 33		27 06	
Roberval-Saguenay	3,470 34	561 65	50 20		7,428 75		6,176 97	
Rutland and Noyan	52 41	26 12			522 62		446 97	10 35
St. Lawrence and Adirondack	5,815 71	231 55			44,304 48		6,423 71	
Sydney and Louisburg	1,933 12				105,115 52		165,709 11	
Temiscouata	5,359 37	1,237 56			15,126 54		12,058 18	
Temiskaming and Northern Ontario	25,277 04	8,708 06	2,526 85		271,760 79	19,862 32	75,797 81	19,538 42
Thousand Islands								
Toronto, Hamilton and Buffalo	23,624 32	13,916 14			218,105 81	7,631 16	154,188 94	16,468 47
Vancouver, Victoria and Eastern	7,917 16	3,714 81	510 40		86,250 92		35,308 75	
Victoria and Sidney, B.C.	195 11	6 70			1,992 79		96 78	
Victoria Terminal Rly. and Ferry Co	12 66	0 43			127 26		7 18	
Wabash (in Canada)	29,189 00	14,761 17	724 41		397,179 17		284,149 28	
Total	1,886,803 50	2,359,455 53	51,556 52	8,799 52	29,299,465 60	485,362 23	25,775,733 18	3,099,915 14

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Maintenance of Equipment—*Continued.*—Entretien du matériel—*suite.*						
	Passenger-train Cars—Repairs. — Wagons à voyageurs, renouvellements.	Passenger-train Cars—Renewals. — Wagons à voyageurs, réparations.	Motor Equipment of Cars—Repairs. — Moteurs de wagons, réparations.	Floating Equipment—Repairs. — Matériel flottant, réparations.	Floating Equipment—Renewals. — Matériel flottant, renouvellements.	Work Equipment—Repairs. — Matériel des travaux, réparations.	Work Equipment—Renewals. — Matériel des travaux, renouvellements.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	8,729 85					32,014 33	
Algoma Eastern	11,946 36					9,180 15	
Alberta Great Waterways	3,376 82			48 77		440 50	
Atlantic, Quebec and Western	5,137 26						
Brandon, Sask. and Hudson Bay	4,047 43					2,472 46	
British Yukon	1,212 15					1,028 62	
Canada and Gulf Terminal	2,612 33						
Canada Southern	177,749 50	20,061 55				20,573 97	6,358 47
Canadian National Railways—							
Intercolonial	878,869 69		32 37	50,411 47		217,267 78	
P. E. Island	29,287 33		1 26	76,712 14		14,150 87	
International of N.B.	8,717 44	0 61				13,246 56	
St. John and Quebec	120 33					4 57	
Transcontinental	328,827 49		8 28			172,274 14	
Elgin and Havelock	423 85					425 96	
Moncton and Buctouche	1,358 91		0 08			1,200 92	
Salisbury and Albert	1,784 46		0 14			2,747 19	
St. Martins	584 29		0 07			352 96	
York and Carleton	239 49		0 03			1,394 37	
Canadian Northern	1,168,643 60		4 25	5,285 39		495,255 95	
Canadian Pacific	5,201,615 79	584,003 50		175,745 02		801,673 22	577,421 65
Cape Breton	450 34						
Central Canada	353 09					81 08	
Central Vermont	3,101 70					1,952 85	
Crow's Nest Southern	1,672 11					3,177 51	
Cumberland	6,780 82					755 71	
Caraquet and Gulf Shore							
Dominion Atlantic	34,849 67						5,547 92
Eastern British Columbia	291 54						
Edmonton, Dunvegan and British Columbia	19,714 63		1,042 95	7 93		2,582 00	
Essex Terminal							

Esquimalt and Nanaimo	27,426 73					5,224 34	6,000 00
Fredericton and Grand Lake Coal and Ry. Co	121 90					83 96	
Grand Trunk System	1,441,836 23			72,146 00		416,900 99	
Grand Trunk Pacific	266,774 93	Cr. 2,211 16				165,890 22	7,230 14
Grand Trunk Pacific Branch Lines	52,704 93	Cr. 86 97				32,222 91	Cr. 1,272 86
Hereford	4,236 33	Cr. 34 55				1,065 13	58 01
Kent Northern							
Kettle Valley	2,694 42					9,567 84	
Lotbiniere and Megantic	320 92					68 23	
Maine Central	678 38	Cr. 6 56				31 64	4 30
Manitoba Great Northern	1,995 34					2,967 50	
Maritime Coal, Rly. and Power Co	1,250 94						
Massawippi Valley	5,572 68					74 63	
Midland of Manitoba	18,748 61					Cr. 21 23	
Montreal and Atlantic	2,127 90	51,974 32				12 96	8,207 67
Morrissey, Fernie and Michel							
Napierville Junction	174 05						741 35
Nelson and Fort Sheppard	2,037 27					2,004 00	
New Brunswick Coal and Rly. Co	36 57					295 12	
New Westminster Southern						392 21	
Northern New Brunswick and Seaboard							
North Shore							
Ottawa and New York	2,829 58					1,328 89	200 04
Pacific Great Eastern	15,350 66		4,928 89			15,807 01	
Pere Marquette	19,939 36		Cr. 0 70	4,638 30	5,611 71		
Quebec Central	32,388 15	24,868 94				1,599 57	
Quebec, Montreal and Southern	10,366 85					7,012 46	
Quebec Oriental	4,064 83					1,672 87	
Quebec Rly., Light and Power Co	6,762 12		6,207 00			180 70	
Red Mountain						324 47	
Roberval-Saguenay	2,280 85		5,707 26			0 70	
Rutland and Noyan							
St. Lawrence and Adirondack	3,537 74					717 98	
Sydney and Louisburg	4,342 36					6,903 18	
Temiscouata	6,296 59					1,688 96	
Temiskaming and Northern Ontario	110,184 96	14,987 80				29,045 68	4,825 00
Thousand Islands							
Toronto, Hamilton and Buffalo	23,312 44	10,946 81				17,681 28	1,328 70
Vancouver, Victoria and Eastern	22,894 25			2,058 21		14,411 19	
Victoria and Sidney, B.C	30 39						
Victoria Terminal Rly. and Ferry Co	2 92						
Wabash (in Canada)	32,294 96						
Total	10,028,115 41	704,504 29	17,931 88	387,052 93	5,611 71	2,529,429 06	616,650 39

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Maintenance of Equipment—*Concluded.*—Entretien du matériel—*fin.*							
	Miscellaneous Equipment Repairs. — Matériel divers. Réparations.	Injuries to Persons. — Blessures aux personnes.	Insurance. — Assurance.	Stationery and Printing. — Impressions et papeterie.	Other Expenses. — Autres dépenses.	Maintaining Joint Equipment at Terminals. Dr. — Entretien du matériel de raccord. aux terminus. Dt.	Maintaining Joint Equipment at Terminals. Cr. — Entretien du matériel de raccord. aux terminus. Av.	Total Maintenance of Equipment. — Total de l'entretien du matériel.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay		1,070 95	8,435 55	1,325 90				337,465 29
Algoma Eastern		11 50	2,895 05	650 20	411 42			183,524 72
Alberta Great Waterways						3,341 42		28,217 04
Atlantic, Quebec and Western	1,229 79							35,362 37
Brandon, Sask. and Hudson Bay		246 21	14 63	42 47	49 82			21,040 48
British Yukon				3 57	9 72			10,233 11
Canada and Gulf Terminal								10,492 86
Canada Southern	1,424 39	13,019 42	130 97	9,488 92	330 60	3,436 24	44 50	3,054,031 85
Canadian National Railways—								
Intercolonial	1,521 50	3,880 64		12,709 62	192 96	36,729 55		5,136,362 04
P. E. Island	72 67	150 94		565 35	11 38	1,602 99		232,451 38
International of N.B.	29 19	73 58		242 41	3 92	702 43		84,393 80
St. John and Quebec								12,987 22
Transcontinental	223 38	1,070 65		8,672 20	41 31	15,656 69		2,675,643 89
Elgin and Havelock	1 53	7 54		20 86	0 31	64 51		3,653 43
Moncton and Buctouche	3 67	9 73		30 82	0 48	91 28		7,287 51
Salisbury and Albert	7 26	17 15		58 67	0 89	169 06		11,946 50
St. Martins	3 25	8 20		26 72	0 44	81 10		2,736 51
York and Carleton	1 29	3 59		11 42	0 18	33 59		3,388 14
Canadian Northern	43 42	9,485 60	239,966 16	14,461 42	2 25	21,772 12		9,483,298 66
Canadian Pacific	2,986 35	93,612 73		29,078 98	4,765 94	15,582 28	3,737 71	31,520,093 19
Cape Breton								1,215 48
Central Canada								6,309 22
Central Vermont		3 00		307 46				39,004 26
Crow's Nest Southern		271 34	37 69	45 55	66 38			56,136 79
Cumberland					148 68			30,757 18
Caraquet and Gulf Shore								
Dominion Atlantic				94 04	3 00			188,055 04
Eastern British Columbia					183 60			7,710 42
Edmonton, Dunvegan and British Columbia	1 35		3,968 28	801 37	188 20	9,556 98	3,341 42	118,467 02
Essex Terminal								15,175 84

Esquimalt and Nanaimo				127 55				142,548 94
Fredericton and Grand Lake Coal and Ry. Co								8,027 05
Grand Trunk System		45,117 55	101,609 98	29,203 28	11,849 19	28,168 73	244,391 42	15,980,680 21
Grand Trunk Pacific		3,635 45	16,131 44	7,748 79	227,636 33	10,988 00		3,576,479 96
Grand Trunk Pacific Branch Lines		555 53	2,343 87	1,322 77	22,765 23			754,813 31
Hereford			106 51	86 72				55,274 17
Kent Northern								
Kettle Valley			1,374 42	216 57	182 22			104,598 99
Lotbiniere and Megantic					613 65			3,614 69
Maine Central			19 68	11 70				5,206 50
Manitoba Great Northern		155 89	13 10	25 90	32 71			15,693 27
Maritime Coal, Rly. and Power Co								10,503 31
Massawippi Valley		1 78	6 39	59 19				67,064 99
Midland of Manitoba		542 71	162 60	230 71	72 01	1,076 20		89,001 62
Montreal and Atlantic				227 12				236,319 49
Morrissey, Fernie and Michel								15,374 75
Napierville Junction			15 96	174 43		242 76		47,152 88
Nelson and Fort Sheppard		205 51	19 96	34 46	38 08			15,849 69
New Brunswick Coal and Rly. Co					12 40			10,781 29
New Westminster Southern			2 48					1,145 48
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York				98 61				65,990 56
Pacific Great Eastern		10 00	3,750 12	643 92	58 00			97,340 95
Pere Marquette		1,312 71	7 28	721 28	49 49	984 93		402,631 85
Quebec Central		3,652 28	1,080 00	634 32	9,059 09			380,048 34
Quebec, Montreal and Southern		959 19	1,956 00	381 06				224,606 09
Quebec Oriental					68 50			47,543 60
Quebec Rly., Light and Power Co				37 46	33 12	10,884 38	2,387 11	38,997 68
Red Mountain		6 05	4 38	1 11	2 79			2,035 64
Roberval-Saguenay	137 36			43 85	921 55	692 00		27,471 48
Rutland and Noyan			0 75	3 24				1,062 46
St. Lawrence and Adirondack				370 89				61,402 06
Sydney and Louisburg					91 41			284,094 70
Temiscouata		38 75		74 91	12,707 70			54,588 56
Temiskaming and Northern Ontario		1,679 44	10,512 57	2,097 84	28 97		5,488 56	591,344 99
Thousand Islands								
Toronto, Hamilton and Buffalo		1,736 30	1,448 81	1,553 46	33,936 35		13,625 06	512,253 93
Vancouver, Victoria and Eastern		924 18	1,726 96	164 13	233 69	20 21	295 85	175,839 01
Victoria and Sidney, B.C								2,321 77
Victoria Terminal Rly. and Ferry Co								150 45
Wabash (in Canada)		4,936 37	6,361 36	1,684 52		198,693 94		969,974 18
Total	7,686 37	188,412 46	404,102 95	126,617 74	326,803 96	360,571 39	273,311 63	78,397,270 13

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Traffic Expenses—Dépenses du trafic.									
	Super-intendence. — Direction.	Outside Agencies. — Agences extérieures.	Advertising. — Publicité.	Traffic Associations. — Associations de trafic.	Fast Freight Lines. — Lignes des trains-éclairs à marchandises.	Industrial and Immigration Bureaus — Agences industrielles et d'immigration.	Insurance. — Assurance.	Stationery and Printing. — Papeterie et impression.	Other Expenses. — Autres dépenses.	Total Traffic Expenses. — Total des dépenses du trafic.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	8,468 24	143 00	193 05	297 73			252 97	1,025 83		10,380 82
Algoma Eastern	6,236 13		25 75	397 85			108 05	804 14		7,571 92
Alberta Great Waterways	1,125 59	315,82	41 43					48 72	7 16	1,538 72
Atlantic, Quebec and Western										
Brandon, Sask. and Hudson Bay	766 22	483 25	53 62	201 77		111 39	0 89	280 24	1 19	1,898 57
British Yukon	1,635 05	3,210 70	742 05					255 44	89 97	5,933 21
Canada and Gulf Terminal	2,134 98		79 19					29 13		2,243 30
Canada Southern	139,455 63	28,732 69	4,473 39	16,565 15	4,035 29	1,884 16	43 06	47,055 47		242,244 84
Canadian National Railways—										
Intercolonial	113,675 33	122,642 66	27,232 62	3,967 85			601 13	42,953 56	Cr. 166 87	310,906 28
P. E. Island	4,990 74	5,667 61	1,430 34	174 17			29 89	1,600 84	284 64	14,178 23
International of N.B	2,251 28	2,269 69	401 59	84 82			8 51	894 16	2 35	5,912 40
St. John and Quebec	1,854 35		2,293 48							4,147 83
Transcontinental	72,988 50	53,957 88	15,571 08	4,734 83		2,283 56	146 32	19,010 37	92 99	168,785 53
Elgin and Havelock	210 06	198 41	22 75	8 85			0 93	72 99	0 22	514 21
Moncton and Buctouche	289 39	271 98	39 69	11 53			0 99	103 90	0 27	717 75
Salisbury and Albert	570 96	507 13	50 74	24 05			1 69	166 14	36 61	1,357 32
St. Martins	250 43	240 66	34 18	9 53			0 90	95 69	0 24	631 63
York and Carleton	104 09	102 12	24 89	4 41			0 35	41 92	0 10	277 88
Canadian Northern	311,207 45	270,379 67	130,139 22	22,562 78		53,283 94	24 60	79,701 93		867,299 59
Canadian Pacific	792,990 46	1,600,867 33	591,262 57	57,550 03		29,294 55		279,391 08	7,037 98	3,358,394 00
Cape Breton			25 00							25 00
Central Canada	573 81	106 57	13 82					12 62	2 46	709 28
Central Vermont	2,641 97	2,663 23	84 56	448 04			6 00	1,548 51		7,392 31
Crows' Nest Southern	935 98	631 65	40 20	220 37		123 49	0 77	342 36	2 22	2,297 04
Cumberland			16 54	23 39					17 04	56 97
Caraquet and Gulf Shore										
Dominion Atlantic	16,491 66	656 01	6,155 41	542 65				2,517 99	446 51	26,810 23
Eastern British Columbia						769 78		34 85		804 63
Edmonton, Dunvegan and British Columbia	5,167 42	3,146 17	210 35	453 84		11 75	0 46	1,715 29	29 72	10,735 00
Essex Terminal		72 00	297 30							369 30

Esquimalt and Nanaimo			202 65	58 00				71 00		331 65
Fredericton and Grand Lake Coal and Rly. Co.		5 00	74 80	68 33						148 13
Grand Trunk System	308,913 11	464,328 80	71,068 03	27,362 02	8,097 92	10,184 36	1,176 14	72,193 95	418 64	963,742 97
Grand Trunk Pacific	62,410 68	75,339 25	15,020 80	3,811 08		8,019 24	135 76	18,898 13	238 44	183,873 38
Grand Trunk Pacific Branch Lines	21,973 71	26,874 71	5,207 10	1,276 76	236,94	4,528 13	39 18	6,574 02	18 15	66,728 70
Hereford	1,377 88	21 00	169 89	22 52		50 02		204 32	16 99	1,862 62
Kent Northern										
Kettle Valley	4,598 56		53 65	50 00				877 61		5,579 82
Lotbiniere and Megantic			8 00	274 31				57 03	21 50	360 84
Maine Central	229 95	3 04	29 98	3 90		8 58		35 18	2 80	313 43
Manitoba Great Northern	446 25	305 42	17 44	254 42		68 22	0 24	159 91	1 07	1,252 97
Maritime Coal, Rly. and Power Co.										
Massawippi Valley	3,283 18	602 39	60 85	80 71				26 44		4,053 57
Midland of Manitoba	2,518 72	1,436 32	157 13	342 53		367 47	1 10	684 89	6 12	5,514 28
Montreal and Atlantic										
Morrissey, Fernie and Michel										
Napierville Junction	2,223 44	9 87	18 25	259 40				160 47		2,671 43
Nelson and Fort Sheppard	628 52	390 47	41 32	166 58		93 10	0 93	217 49	1 03	1,539 44
New Brunswick Coal and Rly. Co.		12 50		46 21						58 71
New Westminster Southern				33 90						33 90
Northern New Brunswick and Seaboard										
North Shore										
Ottawa and New York	7,483 63			82 46	9 86			306 68		7,882 63
Pacific Great Eastern		13 35	1,909 86	127 75				354 55	945 20	3,350 71
Pere Marquette	31,127 72	6,156 16	2,589 26	4,745 30			5 58	8,050 25		52,674 27
Quebec Central	14,627 22	7,424 82	2,374 61	946 56			216 00	3,134 92	406 02	29,130 15
Quebec, Montreal and Southern	9,354 52		127 60	338 62			10 50	1,169 23		11,000 47
Quebec Oriental										
Quebec Rly., Light and Power Co.		962 62	1,145 73	98 62				113 33	377 56	2,697 86
Red Mountain	38 01	46 92		28 65		13 78	Cr. 0 09	8 12	0 25	135 64
Roberval-Saguenay	1,695 89	162 85	174 85	302 12				992 13	89 75	3,417 59
Rutland and Noyan	339 92	231 26	14 42	4 73	2 60	02		60 34		653 29
St. Lawrence and Adirondack	5,589 80	239 77	58 48	3 21	105 32		43 70	426 51		6,466 79
Sydney and Louisburg	1,200 00		1,293 83	336 81						2,830 04
Temiscouata	5,478 46		100 00	319 99				1,306 73		7,205 18
Temiskaming and Northern Ontario	10,751 74	439 73	2,345 92	1,053 83		2,269 09		2,910 68		19,770 99
Thousand Islands										
Toronto, Hamilton and Buffalo	20,823 37	8,748 25	2,254 04	721 61	83 69			3,651 58		36,282 54
Vancouver, Victoria and Eastern	3,178 65	2,125 65	150 75	1,279 39		424 27	2 88	1,142 43	7 11	8,311 13
Victoria and Sidney, B.C	975 70							93 76		1,069 46
Victoria Terminal Rly. and Ferry Co.	63 32		5 99							69 31
Wabash (in Canada)	34,299 94	15,469 75	776 63	3,731 25		45 77	19 22	6,441 66		60,784 22
Total	2,042,647 61	2,708,616 13	888,406 67	156,515 21	12,571 62	113,834 67	2,878 65	610,026 51	10,435 43	6,545,932 50

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Transportation Expenses—Rail Line.—Gestion des transports par rails.							
	Superintendence. — Direction.	Despatching Trains. — Mise en mouvement des trains.	Station Employees. — Employés de gares.	Weighing, Inspection and Demurrage Bureaus. — Bureaux d'inspection, de pesage et de surestarie.	Coal and Ore Wharves. — Quais à houille et minerai.	Station Supplies and Expenses. — Fournitures et dépenses des stations.	Yardmasters and their Clerks. — Chefs de parcs et leurs commis.	Yard Conductors and Brakemen. — Conducteurs et serre-freins de parcs.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	21,085 31	7,011 25	34,242 20	755 29	49,817 56	4,694 15	2,423 95	22,566 00
Algoma Eastern	9,209 80	4,867 83	13,068 78	205 80	25,338 72	1,153 96	993 27	
Alberta Great Waterways	3,430 77	1,788 45	2,587 39	4 25		202 52		
Atlantic, Quebec and Western	320 00	1,022 37	10,721 30			1,508 39		
Brandon, Sask. and Hudson Bay	3,216 15	1,199 75	15,385 63	170 28		2,279 37		
British Yukon	2,104 53	849 24	10,915 81			1,232 51		296 28
Canada and Gulf Terminal	921 88		4,777 29			836 88		
Canada Southern	190,256 00	23,616 02	360,952 36	1,225 41		33,700 69	208,766 55	474,789 07
Canadian National Railways—								
Intercolonial	184,458 26	234,050 82	2,232,139 97	1,861 89		241,414 12	171,705 79	718,136 03
P. E. Island	21,633 68	7,856 83	144,490 57			13,770 06		22,483 50
International of N.B.	10,325 36	418 38	15,692 40			959 52		38 73
St. John and Quebec	2,518 00	6 58	6,511 53			651 65		
Transcontinental	113,842 67	212,180 26	382,430 95	1,751 94		88,694 30	65,539 71	126,155 93
Elgin and Havelock	1,138 42	596 27	1,040 75			322 29		
Moncton and Buctouche	1,350 45	668 00	6,603 71			404 01		
Salisbury and Albert	1,433 76	445 22	4,593 58			1,000 73		
St. Martins	1,381 89	445 22	554 51			189 76		
York and Carleton	2 65		1,617 22			97 57		
Canadian Northern	770,655 16	305,197 47	3,555,493 30	9,759 23	18 26	276,166 08	241,719 83	876,716 67
Canadian Pacific	1,835,145 26	1,046,104 22	10,715,738 88	16,019 37	Cr. 4,041 14	895,298 07	692,915 20	2,539,281 68
Cape Breton			1,961 90			38 55		
Central Canada	2,087 57	768,37	2,923 25	479 25	45 23	238 35		
Central Vermont	3,770 97	1,903 00	46,743 71	162 43		3,486 49	255 61	6 74
Crow's Nest Southern	3,840 04	1,406 06	11,875 59	323 05		492 16		
Cumberland	1,084 33	1,023 00	8,505 71	3,596 65		662 18	1,332 56	12,490 36
Caraquet and Gulf Shore								
Dominion Atlantic	7,157 92	10,414 83	130,289 14	317 65		11,633 30	13,954 69	
Eastern British Columbia	1,100 00		2,213 22	38 70		137 19		
Edmonton, Dunvegan and British Columbia	12,060 23	4,898 36	19,482 95	86 05		2,425 45		
Essex Terminal	1,716 67		4,332 00	69 29			1,882 50	

Esquimalt and Nanaimo	11,267 99	12,874 10	78,231 89	371 20	....	4,524 92	3 55	12,260 43
Fredericton and Grand Lake Coal and Ry. Co	....	....	2,383 13	5 00	....	335 36	1,660 00	2,804 66
Grand Trunk System	653,724 25	258,795 43	4,370,980 45	9,244 33	....	421,768 31	772,826 29	1,168,238 19
Grand Trunk Pacific	97,038 96	54,597 54	576,536 12	1,208 97	....	47,478 14	39,142 02	165,070 14
Grand Trunk Pacific Branch Lines	35,866 09	28,899 62	196,809 61	237 08	....	15,483 85	7,066 04	26,809 45
Hereford	2,466 34	1,841 37	10,397 88	66 83	....	554 04	....	....
Kent Northern	....	....	....	....	....	....	....	....
Kettle Valley	4,859 61	9,302 28	32,587 46	95 76	....	2,604 83	1 14	1,972 52
Lotbiniere and Megantic	....	....	2,267 00	....	....	410 62	....	....
Maine Central	397 94	246 53	....	5 06	....	....	....	....
Manitoba Great Northern	2,013 61	476 25	9,899 87	152 23	....	1,475 06	....	....
Maritime Coal, Railway and Power Co	1,935 00	....	2,116 83	....	....	19 09	....	....
Massawippi Valley	7,911 08	3,530 90	38,306 84	51 95	....	1,501 50	....	....
Midland of Manitoba	5,544 16	43 23	31,510 12	333 93	....	11,022 00	1,383 85	5,917 50
Montreal and Atlantic	19,981 59	12,419 60	127,692 91	39 96	....	13,591 96	8,347 02	17,463 33
Morrissey, Fernie and Michel	2,352 10	....	2,717 45	....	....	19 95	....	....
Napierville Junction	1,882 72	1,474 38	10,448 54	17 68	....	957 14	....	....
Nelson and Fort Sheppard	2,766 57	1,151 89	5,115 04	148 66	....	463 46	....	....
New Brunswick Coal and Railway Co	....	....	3,017 85	....	....	344 69	....	53 66
New Westminster Southern	138 53	70 12	178 81	....	....	29 60	....	....
Northern New Brunswick and Seaboard	....	....	....	....	....	....	....	....
North Shore	....	....	....	....	....	....	....	....
Ottawa and New York	1,805 31	3,957 88	44,803 29	75 38	....	1,635 69	....	5,887 76
Pacific Great Eastern	4,873 11	2,806 64	20,809 58	77 88	....	1,511 30	....	876 96
Pere Marquette	52,861 08	16,929 29	179,633 12	1,309 70	....	8,550 30	18,509 12	48,800 74
Quebec Central	15,033 44	12,730 33	181,847 89	1,177 29	....	13,950 26	3,465 44	6,403 60
Quebec, Montreal and Southern	11,979 20	4,002 94	67,606 89	162 06	....	5,373 01	....	....
Quebec Oriental	332 70	1,176 57	11,476 75	....	....	1,479 98	....	....
Quebec Railway, Light and Power Co	47 02	2,080 41	13,067 81	196 97	....	1,567 94	536 52	1,518 07
Red Mountain	251 86	129 17	4,687 81	7 17	....	557 16	....	....
Roberval-Saguenay	1,681 82	1,349 91	8,823 84	....	....	3,325 68	714 78	9,313 30
Rutland and Noyan	74 04	30 60	457 21	0 19	....	28 61	34 01	77 35
St. Lawrence and Adirondack	6,269 47	3,026 65	47,336 54	....	....	3,221 47	....	....
Sydney and Louisburg	3,390 67	11,222 31	43,493 92	50,789 15	....	3,572 74	13,997 71	89,200 76
Temiscouata	4,148 97	3,222 50	18,024 19	397 83	....	1,840 94	....	....
Temiskaming and Northern Ontario	27,532 88	20,523 41	264,446 26	806 08	....	29,576 27	39,625 23	53,956 09
Thousand Islands	....	....	....	....	....	....	....	....
Toronto, Hamilton and Buffalo	54,292 08	21,636 78	245,831 89	768 30	....	11,952 15	26,793 85	61,381 05
Vancouver, Victoria and Eastern	15,149 52	6,768 29	286,408 41	1,025 50	....	15,237 77	5,813 52	31,720 94
Victoria and Sidney, B.C	429 85	....	3,772 99	....	....	675 48	....	....
Victoria Terminal Rly. and Ferry Co	444 28	....	239 40	....	....	61 89	....	....
Wabash (in Canada)	38,362 92	....	33,645 62	8,555 44	....	1,693 39	2,126 30	470 28
Total	4,296,354 49	2,366,054 72	24,725,496 81	114,154 11	71,178 63	2,212,089 88	2,346,536 05	6,503,157 77

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Transportation Expenses, Rail Line—*Continued.*—Gestion des trapnsports par rails—*suite.* Yard, Switch and Signal Tenders. — Aiguilleurs et signaleurs des parcs.	Yard Enginemen. — Mécaniciens des parcs.	Yard Motormen. — Wattmen des parcs.	Fuel for Yard Locomotives. — Combustible pour locomotives des parcs.	Yard Switching Power Produced. — Force-motrice pour aiguillage des parcs, produite.	Yard Switching Power Purchased. — Achat de force-motrice pour aiguillage des parcs.	Water for Yard Locomotives. — Eau pour locomotives des parcs.	Lubricants for Yard Locomotives. — Huile pour locomotives des parcs.	Other Supplies for Yard Locomotives. — Autres fournitures pour locomotives des parcs.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	971 40	15,110 06		27,249 19			461 72	423 08	256 19
Algoma Eastern									
Alberta Great Waterways							5 00		
Atlantic, Quebec and Western									
Brandon, Sask. and Hudson Bay									
British Yukon		245 12		344 89				8 60	1 60
Canada and Gulf Terminal									
Canada Southern	80,376 07	222,733 19	10,348 98	336,974 96	9,101 27		14,379 16	4,276 08	4,700 50
Canadian National Railways—									
Intercolonial	34,164 93	390,724 16		862,770 23			19,296 01	3,950 06	6,644 14
P. E. Island	204 98	17,555 29		18,237 70			301 86	247 04	150 84
International of N. B.	85 14							38 71	15 51
St. John and Quebec				14 86					
Transcontinental	11,561 29	83,011 70		225,158 94			772 60	473 37	2,236 10
Elgin and Havelock									
Moncton and Buctouche									
Salisbury and Albert									
St. Martins									
York and Carleton									
Canadian Northern	24,083 19	505,106 26		835,171 65	38,000 56	11,899 88			7,593 13
Canadian Pacific	230,276 85	1,575,975 00		2,390,060 03			82,431 72	16,730 64	36,501 45
Cape Breton									
Central Canada									
Central Vermont	984 73	4 32		10 62			115 65	0 18	0 31
Crow's Nest Southern									
Cumberland									
Caraquet and Gulf Shore									
Dominion Atlantic	244 96	14,983 83		22,349 96			215 69	208 21	194 82
Eastern British Columbia									
Edmonton, Dunvegan and British Columbia									
Essex Terminal									

Esquimalt and Nanaimo	353 55	7,857 40		6,584 93			127 75	111 88	100 38
Fredericton and Grand Lake Coal and Ry. Co		3,397 06		7,379 99			0 58	127 30	
Grand Trunk System	266,355 86	893,958 34		1,862,353 41			56,265 28	13,169 36	25,835 89
Grand Trunk Pacific	13,322 99	84,063 75		132,883 74			6,146 27	2,198 79	1,895 88
Grand Trunk Pacific Branch Lines	3,261 39	14,067 53		29,110 78			976 87	535 10	393 70
Hereford		482 73		1,282 91			25 22	9 04	4 18
Kent Northern									
Kettle Valley	1,733 24	4,182 60		4,571 04				149 62	84 88
Lotbiniere and Megantic									
Maine Central									
Manitoba Great Northern									
Maritime Coal, Rly. and Power Co									
Massawippi Valley									
Midland of Manitoba		3,436 98		12,946 23			952 36	164 44	153 55
Montreal and Atlantic	676 44	10,748 15		17,043 78			95 00	162 56	399 64
Morrissey, Fernie and Michel	4,869 06								116 39
Napierville Junction									
Nelson and Fort Sheppard									
New Brunswick Coal and Rly. Co				10 00					
New Westminster Southern									
Northern New Brunswick and Seaboard									
North Shore									
Ottawa and New York	697 42	4,009 95		7,592 60				116 39	
Pacific and Great Eastern		81 70		3,479 65			214 82		145 58
Père Marquette	2,271 99	35,818 64		54,344 20			1,938 32	851 75	1,076 10
Quebec Central		5,440 56		9,000 00			108 71	272 58	45 68
Quebec, Montreal and Southern									
Quebec Oriental									
Quebec Rly., Light and Power Co	3,310 80	585 70		1,169 16				0 19	0 75
Red Mountain									
Roberval-Saguenay	124 22	3,441 60	2,088 91	7,319 83			15 00	227 82	108 38
Rutland and Noyan	17 05	53 51		75 04			2 17	1 56	1 00
St. Lawrence and Adirondack									
Sydney and Louisburg	942 96								
Temiscouata									
Temiskaming and Northern Ontario	5,833 61	37,227 64		72,511 10			565 85	479 46	418 10
Thousand Islands									
Toronto, Hamilton and Buffalo	6,629 12	51,181 35		103,630 72			2,739 64	1,272 80	1,251 30
Vancouver, Victoria and Eastern	1,436 89	21,566 19		40,217 18			485 81	179 28	108 46
Victoria and Sidney, B.C									
Victoria Terminal Rly. and Ferry Co									
Wabash (in Canada)		389 76		1,527 89			114 52	1 34	1 03
Total	694,790 13	4,007,440 67	12,437 89	7,093,377 21	47,101 83	11,899 88	188,807 58	46,387 23	90,435 46

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Transportation Expenses, Rail Line—*Continued.*—Dépenses de transports par rail—*suite.*								
	Enginehouse Expenses—Yard. — Dépenses des dépôts à locomotives des parcs.	Yard Supplies and Expenses. — Fournitures et dépenses des parcs.	Operating Joint Yards and Terminals Dr. — Exploitations des parcs communs et terminus. Dt.	Operating Joint Yards and Terminals Cr. — Exploitations des parcs communs et terminus. Av.	Train Enginemen. — Mécaniciens.	Train Motormen. — Mécaniciens de route.	Fuel for Train Locomotives. — Combustible pour locomotives de route.	Train Power Produced. — Production de force motrice de route.	Train Power Purchased — Achat de force motrice de route.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	8,291 57	455 69	8,120 13		60,553 78		212,758 97		
Algoma Eastern	25 88		50 00		32,981 07		111,711 30		
Alberta Great Waterways			11,819 38		10,322 79		27,570 20		
Atlantic, Quebec and Western					9,723 05		52,234 97		
Brandon and Hudson Bay					9,586 54		17,822 78		
British Yukon					3,671 57		6,381 01		
Canada and Gulf Terminal					2,909 84		10,746 17		
Canada Southern	79,392 55	10,010 97	513,202 18	43,101 81	494,189 77	64,319 19	1,450,811 61	36,247 78	
Canadian National Railways—									
Intercolonial	239,161 41	32,190 50	245,079 34	80,398 10	1,459,828 27		5,157,096 20		
P. E. Island	1,440 21	545 98			58,881 39		120,973 06		
International of N. B.	57 94		1,320 00		28,086 76		85,146 53		
St. John and Quebec	1 37		3,198 25		10,926 36		48,128 34		
Transcontinental	93,311 71	3,819 35	206,336 68	55,183 42	573,342 07		1,983,161 13		
Elgin and Havelock	110 34				3,633 16		6,340 56		
Moncton and Buctouche	94 36				4,663 93		13,743 12		
Salisbury and Albert	277 89				8,517 82		21,765 00		
St. Martins	163 70				4,480 48		5,467 32		
York and Carleton	112 80				4,988 99		5,156 64		
Canadian Northern	257,330 16	12,603 78	421,735 15	41,066 27	2,636,571 48	4,770 39	6,324,826 44	4,582 77	4,068 80
Canada Pacific	814,189 08	86,926 09	578,090 15	435,280 24	6,555,367 94		16,025,249 37		
Cape Breton					3,324 85		6,886 23		
Central Canada					3,878 26		6,727 33		
Central Vermont	2,932 56		1,209 58	1,028 15	24,046 34		71,677 93		
Crow's Nest Southern					17,613 30		26,511 19		
Cumberland					10,477 90		12,887 00		
Caraquet and Gulf Shore									
Dominion Atlantic	6,037 17	433 69	2,491 42		75,905 32		201,683 77		
Eastern British Columbia					4,003 73		5,630 70		
Edmonton, Dunvegan and British Columbia			33,976 10	11,819 38	55,517 64	1,220 75	140,443 85		
Essex Terminal					6,061 35		19,337 16		

Esquimalt and Nanaimo	2,189 78	75 57			46,653 16		95,387 03		
Fredericton and Grand Lake Coal and Rly. Co.		556 00			6,508 33		14,196 64		
Grand Trunk System	389,644 25	28,468 31	286,532 67	1,088,278 16	2,562,924 40		8,096,709 60		
Grand Trunk Pacific	29,596 30	3,080 65	162,958 22	1,157 24	392,705 07		1,084,898 43		
Grand Trunk Pacific Branch Lines	4,075 29	419 42			165,786 02		309,921 95		
Hereford					12,026 28		57,627 04		
Kent Northern									
Kettle Valley	1,287 39	7 23	8,578 74	5,205 25	43,879 19		106,219 18		
Lotbiniere and Megantic					2,156 10		8,527 29		
Maine Central					1,909 04		7,313 65		
Manitoba Great Northern			861 82		6,596 54		13,822 65		
Maritime Coal, Rly. and Power Co.					6,740 73		23,642 50		945 64
Massawippi Valley		11 49	9,049 23	1,882 80	23,782 97		56,154 50		
Midland of Manitoba	2,318 10	174 99	4,104 80		20,869 26		54,088 80		
Montreal and Atlantic	3,641 02	852 57	87,931 48		111,933 32		214,623 12		
Morrissey, Fernie and Michel					11,855 57		11,204 43		
Napierville Junction				5,723 75	22,913 69		61,824 49		
Nelson and Fort Sheppard			6,753 95	19 65	7,873 85		13,638 50		
New Brunswick Coal and Rly. Co.					3,990 96		7,477 35		
New Westminster Southern					1,395 55		1,059 89		
Northern New Brunswick and Seaboard									
North Shore									
Ottawa and New York			9,340 18	784 09	26,733 11		75,786 74		
Pacific Great Eastern					22,430 95	Cr. 4 30	48,340 39		
Père Marquette	32,561 87	482 62	66,056 08	2,326 54	155,265 44		479,516 18		
Quebec Central	4,790 25		12,213 10		127,587 54		404,023 59		
Quebec, Montreal and Southern				1,540 36	33,953 72		131,407 06		
Quebec Oriental					16,461 85		69,258 48		
Quebec Rly., Light and Power Co.	11 50	190 35			3,982 06		16,686 08		
Red Mountain					3,927 72		3,139 14		
Roberval-Saguenay	3,335 63	438 72			6,239 27		36,712 31		6,000 00
Rutland and Noyan	21 80	1 17			260 66		707 18		
St. Lawrence and Adirondack			228,752 94		50,228 16		169,176 70		
Sydney and Louisburg					86,515 48		83,535 87		
Temiscouata					19,386 44		63,425 01		
Temiskaming and Northern Ontario	21,108 66	1,234 10	1,099 14	130,423 64	159,558 38		439,213 83		
Thousand Islands									
Toronto, Hamilton and Buffalo	16,698 72	1,235 03	9,587 21	185,632 74	50,936 39		152,739 02		
Vancouver, Victoria and Eastern	3,443 97	172 62	7,886 87	9,347 48	46,822 05		139,073 75		
Victoria and Sidney, B.C.					3,197 13		9,418 49		
Victoria and Terminal Rly. and Ferry Co.					204 65		601 02		
Wabash (in Canada)	71 26		703,155 07	36 72	162,574 34		381,546 77		
Total	2,017,726 49	184,386 89	3,631,489 86	2,100,226 79	16,602,826 12	70,306 03	45,121,520 53	40,830 55	11,014 44

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer	Transportation Expenses, Rail Line—*Continued.*—Dépenses des transports par rail—*suite.*								
	Water for train Locomotives. — Eau pour locomotives de trains.	Lubricants for train Locomotives. — Lubrifiants pour locomotives de trains.	Other Supplies for train Locomotives. — Autres fournitures pour locomotives de trains.	Enginehouse Expenses—Train. — Dépenses des remises à locomotives de trains.	Trainmen. — Employés de trains.	Train Supplies and Expenses. — Fournitures des trains et dépenses.	Operating Sleeping Cars. — Exploitation des wagons-lits.	Signal and Interlocker Operation. — Signaux et appareils d'enclenchement.	Crossing Protection — Protection des passages à niveau.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	9,297 32	3,221 70	1,868 54	22,241 68	69,776 20	19,925 34	...	69 30	...
Algoma Eastern	1,553 25	1,830 82	1,304 77	27,607 66	39,189 66	4,375 65	...	786 74	...
Alberta Great Waterways	2,218 86	628 97	444 69	3,868 47	10,223 08	3,788 36	...	...	...
Atlantic, Quebec and Western	2,201 09	1,158 21	113 46	9,004 94	11,763 05	2,769 71	...	...	...
Brandon, Sask. and Hudson Bay	757 76	32 30	209 28	4,907 82	9,649 44	5,323 73	...	6,981 09	...
British Yukon	475 51	122 45	68 39	2,586 33	4,067 86	707 11	...	...	...
Canada and Gulf Terminal	437 69	...	1,356 64	730 22	— 3,794 28	1,055 51	...	...	...
Canada Southern	70,746 91	19,309 73	369 97	179,093 84	582,820 98	314,258 21	...	114,268 76	30,005 26
Canadian National Railways—									
Intercolonial	136,300 15	31,965 02	52,448 39	751,470 21	1,789,023 12	549,980 71	205,897 19	5,478 10	36,800 02
P. E. Island	3,078 94	1,837 51	4,214 32	21,173 85	85,192 39	24,842 34	...	...	1,045 34
International of N.B	2,305 82	639 81	334 41	6,448 40	42,471 16	7,925 24	...	...	...
St. John and Quebec	1,164 71	262 96	83 49	2,134 73	17,208 37	3,067 48	...	471 68	...
Transcontinental	125,685 68	13,912 25	16,957 34	441,231 87	646,931 88	254,086 36	22,657 06	18,640 70	...
Elgin and Havelock	33 50	105 81	18 78	414 63	4,681 29	972 28	...	...	...
Moncton and Buctouche	30 00	62 78	137 19	2,298 96	6,240 98	891 28	...	...	...
Salisbury and Albert	37 10	78 51	61 93	1,039 79	10,205 87	2,054 18	...	...	...
St. Martins	...	169 78	154 41	846 30	4,815 50	773 25	...	...	...
York and Carleton	...	20 13	51 51	559 65	4,285 25	451 63	...	...	...
Canadian Northern	457,283 90	106,916 34	65,708 00	1,608,355 26	2,984,126 79	1,165,252 22	156,272 94	176,592 22	64,667 10
Canadian Pacific	818,540 42	124,913 75	221,285 07	2,611,203 81	6,708,224 26	2,917,502 66	1,377,936 01	196,428 23	131,394 40
Cape Breton	...	269 78	...	...	2,247 90	60 00	...	...	...
Central Canada	1,072 00	340 98	195 74	1,667 96	4,099 36	710 22	15 80	...	...
Central Vermont	2,962 68	569 46	513 04	17,621 39	25,971 63	8,354 72	...	11 90	...
Crow's Nest Southern	1,343 70	104 23	284 57	6,873 85	20,510 99	7,315 82	...	...	...
Cumberland	201 00	920 79	40 20	4,285 55	...	118 80	...	...	...
Caraquet and Gulf Shore	...	...	...	...	...	...	...	...	...
Dominion Atlantic	3,140 24	1,777 16	1,700 06	39,068 80	84,475 75	36,534 67	...	...	2,994 94
Eastern British Columbia	189 25	303 72	849 48	1,140 50	4,743 88	40 99	...	...	...
Edmonton, Dunvegan and British Columbia	12,959 53	2,366 11	1,412 37	17,337 37	52,730 32	14,484 41	4,648 74	2,334 17	...
Essex Terminal	221 84	237 92	...	2,963 76	5,306 20	...	...	2,487 30	...

Esquimalt and Nanaimo	2,261 50	703 44	1,058 66	21,171 29	58,919 51	10,401 60	....	1,532 05	1,031 54
Fredericton and Grand Lake Coal and Ry. Co	60 50	358 06	394 31	2,312 59	6,803 43	1,890 88	....	....	....
Grand Trunk System	274,612 36	61,151 27	88,579 81	1,162,768 96	2,865,916 30	1,099,610 03	....	43,820 83	300,090 87
Grand Trunk Pacific	117,815 49	16,327 70	11,702 49	197,410 46	541,070 01	209,273 08	43,364 64	34,920 61	15 00
Grand Trunk Pacific Branch Lines	53,470 26	6,576 34	4,926 84	80,382 35	199,049 69	129,462 46	1,022 16	39,181 43	....
Hereford	1,335 42	.507 97	595 38	9,804 50	13,235 53	4,386 21	....	1,242 89	....
Kent Northern	....	....	....	....	....	....	....	....	....
Kettle Valley	3,731 13	2,481 71	1,498 28	19,636 27	40,549 06	21,229 93	4,844 55	3,713 06	....
Lotbiniere and Megantic	....	132 84	121 72	1,412 56	2,997 60	224 13	....	....	....
Maine Central	173 21	54 33	64 25	2,202 16	2,486 85	791 16	....	....	....
Manitoba Great Northern	514 44	35 99	130 03	1,558 89	8,635 10	3,312 29	....	8,774 97	....
Maritime Coal, Rly. and Power Co	2,731 67	627 82	186 98	1,276 52	5,756 46	383 22	....	....	....
Massawippi Valley	1,263 19	357 11	752 75	9,812 34	29,741 88	5,254 19	....	27 38	525 90
Midland of Manitoba	2,743 49	502 34	462 76	9,006 16	28,886 09	11,507 97	2,502 08	....	....
Montreal and Atlantic	3,710 18	1,547 42	3,667 37	34,228 05	109,324 85	21,982 90	....	2,301 45	2,527 06
Morrissey, Fernie and Michel	246 00	....	445 33	274 26	16,194 72	901 32	....	....	....
Napierville Junction	3,198 13	819 60	1,323 96	14,588 35	19,143 30	538 23	....	2,994 91	....
Nelson and Fort Sheppard	686 47	53 18	167 51	2,816 30	7,776 89	4,431 32	....	....	....
New Brunswick Coal and Rly. Co	1,124 45	166 15	96 12	2,924 87	4,375 15	235 20	....	....	....
New Westminster Southern	....	8 15	14 90	....	3,373 96	....	....	....	....
Northern New Brunswick and Seaboard	....	....	....	....	....	....	....	....	....
North Shore	....	....	....	....	....	....	....	....	....
Ottawa and New York	1,932 24	866 10	495 69	13,348 31	29,499 58	4,034 69	....	6,302 67	....
Pacific Great Eastern	2,767 29	1,729 99	910 24	24,694 41	26,833 65	4,429 56	....	324 90	....
Père Marquette	14,867 15	4,454 03	6,026 13	31,673 77	184,256 41	13,229 28	....	9,298 57	4,920 08
Quebec Central	957 53	5,136 76	919 39	41,395 22	135,428 05	27,007 03	....	....	....
Quebec, Montreal and Southern	7,777 08	1,159 58	1,667 43	24,873 58	38,524 36	12,535 38	....	10,222 91	....
Quebec Oriental	276 70	1,998 46	130 72	10,780 09	19,832 20	3,121 48	....	....	....
Quebec Rly., Light and Power Co	197 94	130 24	147 68	684 28	13,213 27	2,390 75	....	0 67	....
Red Mountain	54 77	36 51	9 66	880 26	4,085 77	306 01	....	....	....
Roberval-Saguenay	1,164 20	538 27	494 00	69 45	8,839 38	2,337 73	....	....	....
Rutland and Noyan	15 86	12 52	10 89	187 93	335 72	129 81	....	....	8 42
St. Lawrence and Adirondack	2,987 59	1,090 08	741 14	31,957 95	73,084 91	10,004 97	....	322 93	120 45
Sydney and Louisburg	5,575 67	8,498 95	6,060 07	21,650 59	....	1,999 29	....	....	1,006 64
Temiscouata	1,361 54	489 22	329 90	....	22,119 86	3,256 67	....	....	....
Temiskaming and Northern Ontario	26,062 30	3,359 07	5,268 50	68,895 45	180,200 14	54,964 71	....	....	....
Thousand Islands	....	....	....	....	....	....	....	....	....
Toronto, Hamilton and Buffalo	9,456 51	3,309 58	3,539 82	50,770 66	65,098 42	39,240 17	....	13,245 05	25,735 73
Vancouver, Victoria and Eastern	3,121 70	208 97	1,164 22	18,218 27	58,054 22	24,899 96	1,935 70	12,731 36	483 87
Victoria and Sidney, B.C	195 82	144 62	0 85	393 87	2,446 72	296 23	....	....	168 02
Victoria Terminal Rly. and Ferry Co	13 14	6 97	0 05	25 39	147 85	19 86	....	....	10 73
Wabash (in Canada)	35,956 19	4,265 11	8,519 52	93,628 85	196,329 93	100,363 54	....	34 55	....
Total	2,238,657 96	443,925 46	524,811 39	7,795,892 81	18,257,344 26	7,178,006 12	1,821,096 87	715,543 38	603,631 37

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Transportation Expenses, Rail Line—*Continued.*—Gestion des transports par rail—*suite.*							
	Drawbridge Operation. — Fonctionnement des ponts roulants.	Telegraph and Telephone Operation. — Exploitation des lignes télégraphiques et téléphoniques.	Operating Floating Equipment. — Exploitation du matériel flottant.	Express Service. — Service des messageries.	Stationery and Printing. — Impressions et papeterie.	Other Expenses. — Autres dépenses.	Operating Joint Tracks and facilities—Dr. — Exploitation des voies en commun. Dt.	Operating Joint Tracks and facilities—Cr. — Exploitation des voies en commun. Av.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay					3,485 71	4,051 31		
Algoma Eastern	1,174 91	171 85			2,414 28	598 26	1,934 96	
Alberta Great Waterways		69 27			492 09	7 99		
Atlantic, Quebec and Western					425 00	124 44		
Brandon, Sask. and Hudson Bay		99 86			437 11	53 71		
British Yukon		904 80			278 55	1,111 00		
Canda and Gulf Terminal				2,090 43	822 22	4,888 40	2,385 96	
Canada Southern	5,274 31	43,369 81			41,427 06	11,913 45	19,770 16	37,407 65
Canadian National Railways—								
Intercolonial	5,150 98	20,754 55	143,958 38		116,346 18	2,555 91	33,238 17	10,935 00
P. E. Island	783 79	2,972 94	254,215 61		7,284 44	346 26		
International of N. B.		2,609 62			480 76			
St. John and Quebec	13 77	8 07			259 98	Cr. 20 00		
Transcontinental	2,826 00	20,376 32			26,405 55		97 71	
Elgin and Havelock					98 72			
Moncton and Buctouche					444 68			
Salisbury and Albert					401 89			
St. Martins					79 49			
York and Carleton					78 56			
Canadian Northern	14,630 31	24,820 28	73,088 76	18,569 11	163,033 84	6,025 30	17,335 98	3,832 52
Canadian Pacific	29,290 75	300,655 68	61,898 36		371,795 97	71,776 27	227,653 28	89,193 87
Cape Breton					311 88	32 56		
Central Canada		18 20			394 91	2 88		
Central Vermont	2,283 11	292 50			2,031 23	58 06		
Crow's Nest Southern		124 77			540 48	676 58		
Cumberland		117 92			1,003 01	3,660 50		
Caraquet and Gulf Shore								
Dominion Atlantic	3,388 08	67 05			5,186 28	122 98		
Eastern British Columbia		10 81			143 94	3 842		
Edmonton, Dunvegan and British Columbia		2,479 91			2,958 37	70 28	597 53	
Essex Terminal		76 10			76 44			

Esquimalt and Nanaimo	3,082 33	214 79			6,233 40	Cr. 52 00		
Fredericton and Grand Lake Coal and Ry. Co					425 40	9,608 56		
Grand Trunk System	58,194 45	64,520 43	267,014 18		210,404 69	57,571 89	19,846 39	247,404 46
Grand Trunk Pacific	51 13	37,578 67			44,369 35	8,422 63	9,230 58	1,018 34
Grand Trunk Pacific Branch Lines		7,076 24			12,768 22	2,608 06		
Hereford					1,182 38	503 81		
Kent Northern								
Kettle Valley		268 28			3,542 67	458 63	225 55	1,676 00
Lotbiniere and Megantic					101 31		10 00	636 00
Maine Central					186 76	71 33		
Manitoba Great Northern		55 66			281 18	57 16		
Maritime Coal, Rly. and Power Co		213 63			304 00			
Massawippi Valley		9 67			87 50	33 65	1,854 93	
Midland of Manitoba		1,541 56			1,855 40	975 29	15,682 59	
Montreal and Atlantic		27 30			6,247 62	211 32	3,199 15	379 34
Morrissey, Fernie and Michel								
Napierville Junction		269 00			1,043 51	278 92	2,997 52	995 21
Nelson and Fort Sheppard		1,598 30			373 75	42 72		
New Brunswick Coal and Rly. Co	281 31				179 58	87 98		
Hew Westminster Southern		126 39				10 25		
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	1,240 01				1,877 42	6 75	8,668 75	
Pacific Great Eastern				2,495 95	2,669 55	52,011 74		
Père Marquette	1,138 94	8,610 84	41,126 37		12,232 80	7,174 62	40,232 57	1,766 27
Quebec Central		6,533 94			6,316 70	2,635 67	12,320 10	
Quebec, Montreal and Southern	899 40	887 11			4,682 68	1,755 56	2,605 43	270 00
Quebec Oriental					465 00	305 17		
Quebec Rly., Light and Power Co	231 86	103 48			1,590 83	101 39		
Red Mountain		29 50			26 96	43 95		
Roberval-Saguenay	5 55	147 26			1,315 49	474 20		
Rutland and Noyan		6 66			21 61	1 39		
St. Lawrence and Adirondack					1,690 81	13 32	8,472 00	1,173 09
Sydney and Louisburg		1,282 38			2,969 80	32,410 14		
Temiscouata					1,469 65	111 01		
Temiskaming and Northern Ontario					13,124 79	1,590 74		391 64
Thousand Islands								
Toronto, Hamilton and Buffalo		1,327 90			17,058 78	719 75	15,817 91	845 30
Vancouver, Victoria and Eastern	3,445 98	876 00	12,442 39		1,797 34	1,689 20	6,450 43	6,822 02
Victoria and Sidney, B.C					13 45			
Victoria Terminal Rly. and Ferry Co					0 83			
Wabash (in Canada)		751 62			5,863 19	1,327 47	153,156 46	2 73
Total	133,386 97	554,056 92	853,744 05	23,155 49	1,113 913 02	291,356 83	603,784 11	404,749 44

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Transportation Expenses, Rail Line—*Concluded*.—Gestion des transports par rail—*fin*.							
	Insurance. — Assurance.	Clearing Wrecks. — Enlèvement des débris.	Damage to Property. — Dommage à la propriété.	Damage to Live Stock on Right of Way. — Dommage au bétail passant sur la voie.	Loss and Damage—Freight. — Pertes et dommages.—Marchandises.	Loss and Damage—Baggage. — Pertes et dommages.—Bagages.	Injuries to Persons. — Blessures aux personnes.	Total Transportation Expenses,—Rail Line. — Total des dépenses des transports. par rail.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	5,613 05	12,355 88	384 87	601 70	406 72	55 00	624 38	631,231 19
Algoma Eastern	3,261 78	4,456 86	833 35	386 26	1,295 14		718 22	293,500 83
Alberta Great Waterways	134 54	546 97	30 00	98 36	303 09		500 00	81,085 49
Atlantic, Quebec and Western		440 05		143 00	1,515 60	1 75		105,190 38
Brandon and Hudson Bay	153 93	1,488 66	1 16	774 16	2,110 11	Cr. 7 75	21 81	82,654 68
British Yukon		Cr. 1 30			682 97			37,054 86
Canada and Gulf Terminal					340 66			38,094 07
Canada Southern	Cr. 121 07	16,819 79	8,151 58	1,306 50	774,500 80	1,571 01	48,747 34	6,827,465 30
Canadian National Railways—								
Intercolonial	4,609 14	125,628 25	10,847 72	8,805 53	272,624 60	1,790 79	8,465 89	16,457,567 63
P. E. Island	331 28	2,229 15	695 42	732 65	6,999 46	5 00	128 53	846,882 24
International of N.B.	37 07	14,118 80	142 92	1,041 79				220,740 78
St. John and Quebec	39 85	468 37	8 75	12 76	233 65			97,378 56
Transcontinental	3,628 58	68,942 31	1,158 10	2,279 60	69,450 55	474 62	2,081 16	5,856,420 92
Elgin and Havelock	3 66	846 92			5 58			20,362 96
Moncton and Buctouche	22 33	568 68		10 00	220 92			38,455 38
Salisbury and Albert	31 38	778 47		150 00	26 77			52,899 89
St. Martins	9 24	196 63	15 00		2 80			19,745 28
York and Carleton	1 50	92 59			18 97			17,535 66
Canadian Northern	118,186 12	322,465 86	33,055 01	29,625 87	566,072 99	20,285 24	79,793 19	25,354,333 48
Canadian Pacific		191,432 63	75,392 29	47,841 25	1,400,605 09	345 78	393,525 83	63,883,427 54
Cape Breton			82 07		70 61			15,286 33
Central Canada	149 90	484 77			4 69			26,305 02
Central Vermont	31 53	124 57	1,017 80	531 51	2,436 69		8 00	221,102 84
Crow's Nest Southern	249 13	456 77	11,699 46	304 36	448 80	Cr. 11 42	69 09	113,052 57
Cumberland							192 00	62,599 46
Caraquet and Gulf Shore								
Dominion Atlantic		4,761 74	1,920 10	236 89	7,575 13	Cr. 4 92	1,674 66	693,135 98
Eastern British Columbia					15 40			20,599 93
Edmonton, Dunvegan and British Columbia	4,425 45	8,196 00	464 40	322 32	2,735 06	154 81	1,658 60	390,627 75
Essex Terminal			93 53		243 47		1,820 65	46,926 18

Esquimalt and Nanaimo		698 43	204 48	425 16	1,881 88	1 70	367 72	389,112 99
Fredericton and Grand Lake Coal and Rly. Co.		484 05	25 00	80 00	276 45			62,073 28
Grand Trunk System	78,271 91	223,240 22	30,329 59	15,960 12	1,071,778 99	6,980 83	244,636 60	29,047,412 72
Grand Trunk Pacific	6,436 35	24,267 90	7,571 12	6,206 41	55,529 30	225 75	32,442 34	4,296,877 41
Grand Trunk Pacific Branch Lines	1,001 00	9,406 50	2,097 55	1,305 31	12,335 50	162 43	5,521 38	1,408,073 51
Hereford	126 39	1,600 83	1,200 00	55 00	3,348 57		75 00	125,983 74
Kent Northern								
Kettle Valley	1,715 27	6,336 17	128 78	351 36	856 53	113 00	10 23	326,925 92
Lotbiniere and Megantic					64 64			17,789 81
Maine Central	19 26				725 46			16,646 99
Manitoba Great Northern	69 72	580 17	2 32	295 72	445 17	Cr. 3 79	65 40	60,108 45
Maritime Coal, Rly. and Power Co		12 12			192 55			47,084 76
Massawippi Valley	50 13	157 45	105 95	143 42	323 37	160 47		189,078 94
Midland of Manitoba	381 98	43 84	84 60	266 37	2,598 07	Cr. 4 88	1,330 00	235,330 01
Montreal and Atlantic		838 78	194 20	390 91	13,394 25		1,865 83	852,922 75
Morrissey, Fernie and Michel					138 49			51,335 07
Napierville Junction	15 00	3,946 45	4 20	112 92	490 99		29 04	144,593 71
Nelson and Fort Sheppard	140 80	137 84	33 91	1,890 89		130 44	60 63	58,233 25
New Brunswick Coal and Rly. Co		256 85			111 08			24,733 25
New Westminster Southern	9 60	21 30					3 78	6,440 83
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	61 02	32 80	19 95	10 00	979 11		18 89	251,051 59
Pacific Great Eastern	3,461 60	859 17	8 83	167 93	476 56	150 00	474 05	230,109 68
Père Marquette	2,004 12	11,716 04	2,253 89	1,397 51	39,647 40	49 52	20,666 41	1,609,660 18
Quebec Central	3,960 00	2,084 56	115 00	597 19	5,998 55	53 00	1,106 33	1,050,655 28
Quebec, Montreal and Southern	131 09	3,903 73	675 00	231 07	5,194 68		1,073 28	371,473 87
Quebec Oriental		746 60	45 00	1,253 20	2,179 91			141,338 86
Quebec Rly., Light and Power Co		67 93	7 45		71 13		14 07	63,904 30
Red Mountain	27 29	0 75	61 93	89 47	1 17		10 61	18,364 64
Roberval-Saguenay		373 61		25 00	258,43		182 01	107,485 60
Rutland and Noyan	0 33	10 50	5 22	2 96	69 81			2,662 78
St. Lawrence and Adirondack	177 22	145 52	227 97	96 86	6,341 72	172,90	81 24	644,568 42
Sydney and Louisburg		1,164 81		165 00	591 55		370 89	470,407 35
Temiscouata		3,130 65		91 93	252 25			143,058 56
Temiskaming and Northern Ontario	5,428 00	12,087 54	27 00	438 72	9,030 79	10 58	5,526 81	1,430,915 95
Thousank Islands								
Toronto, Hamilton and Buffalo	392 68	3,439 09	1,177 33	621 98	9,435 99	32 53	4,997 72	899,550 96
Vancouver, Victoria and Eastern	26,793 64	1,141 12	3,377 95	2,156 60	2,155 34	Cr. 39 42	553 46	791,005 82
Victoria and Sidney, B.C	267 09	10 00	23 73	195 00	17 92			21,667 26
Victoria Terminal Rly. and Ferry Co	17 05		1 52		2 11			1,796 74
Wabash (in Canada)	4,092 27	3,565 05	7,250 07	1,151 30	257,680 09	30 82	11,772 84	2,219,935 35
Total	275,849 20	1,094,407 79	203,253 07	131,379 82	4,615,840 12	32,885 82	873,285 91	170,382,033 76

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Transportation—Water Line.—Transports par eau.				Miscellaneous Operations.—Exploitations diverses.			
	Operation of Vessels. — Exploitation de navires.	Operation of Terminals. — Exploitation de terminus.	Incidental Expenses. — Dépenses incidentes.	Total Transportation—Water Line. — Total des dépenses des transports par eau.	Dining and Buffet Service. — Service des wagons-restaurants.	Hotels and Restaurants. — Hôtels et restaurants.	Grain Elevators. — Élévateurs à grain.	Stockyards. — Parcs à bestiaux.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	308,346 87		10,651 23	318,998 10				
Algoma Eastern	129,427 56			129,427 56				
Alberta Great Waterways								
Atlantic, Quebec and Western								
Brandon, Sask. and Hudson Bay								
British Yukon								
Candnda and Gulf Terminal								
Canada Southern					159,598 04	28,385 71		11,153 49
Canadian National Railways—								
Intercolonial	622,038 11			622,038 11	552,742 33	63,869 61	58,680 14	
P. E. Island	1,757 81		76 74	1,834 55				
International of N. B.								
St. John and Quebec								
Transcontinental					81,379 77			
Elgin and Havelock								
Moncton and Buctouche								
Salisbury and Albert								
St. Martins								
York and Carleton								
Canadian Northern	12,016 70			12,016 70	504,025 98	228,818 68		
Canadian Pacific	865,697 06	76,541 05	142,336 39	1,084,574 50	2,403,281 96	416,642 90	387,431 94	
Cape Breton								
Central Canada								
Central Vermont					111 23			
Crow's Nest Southern								
Cumberland								
Caraquet and Gulf Shore								
Dominion Atlantic								
Eastern British Columbia								
Edmonton, Dunvegan and British Columbia					16,771 86			
Essex Terminal								

Esquimalt and Nanaimo								
Fredericton and Grand Lake Coal and Rly. Co								
Grand Trunk System					287,422 59		31,331 85	
Grand Trunk Pacific					128,537 35			
Grand Trunk Pacific Branch Lines					11,559 24			
Hereford								
Kent Northern								
Kettle Valley					11,846 12			
Lotbiniere and Megantic								
Maine Central								
Manitoba Great Northern								
Maritime Coal, Rly. and Power Co								
Massawippi Valley								
Midland of Manitoba					16,294 97			
Montreal and Atlantic								
Morrissey, Fernie and Michel								
Napierville Junction								
Nelson and Fort Sheppard								
New Brunswick Coal and Rly. Co								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York								
Pacific Great Eastern								
Père Marquette					5 84	1,895 75		
Quebec Central					16,690 70			
Quebec, Montreal and Southern								
Quebec Oriental								
Quebec Rly., Light and Power Co								
Red Mountain								
Roberval-Saguenay								
Rutland and Noyan								
St. Lawrence and Adirondack								
Sydney and Louisburg								
Temiscouata								
Temiskaming and Northern Ontario					12,050 12			
Thousand Islands								
Toronto, Hamilton and Buffalo					26,022 64			
Vancouver, Victoria and Eastern					5,181 63			
Victoria and Sidney, B.C								
Victoria Terminal Rly. and Ferry Co								
Wabash (in Canada)					16,469 80			
Total	1,939,284 11	76,541 05	153,064 36	2,168,889 52	4,249,992 17	739,612 65	477,443 93	11,153 49

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite

Name of Railway. — Nom du chemin du fer.	Miscellaneous Operations—*Concluded.* Exploitations diverses—*fin.* Producing Power Sold. — Production de la force motrice vendue.	Other Miscellaneous Operations. — Autres exploitations diverses.	Total Miscellaneous Operations. — Total des exploitations diverses.	General Expenses—Frais généraux. Salaries and Expenses of General Officers. — Appoint. et dépenses des hauts fonctionnaires.	Salaries and Expenses of Clerks and Attendants. — Appoint. et dépenses des employés subalternes.	General Supplies and Expenses. — Fournitures et frais généraux.	Law Expenses. — Frais de justice.	Insurance. — Assurance.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	...	...	...	26,156 49	16,013 47	2,712 84	7,376 45	1,055 90
Algoma Eastern	...	...	...	7,824 77	6,703 15	1,420 05	576 00	303 26
Alberta Great Waterways	...	...	...	5,584 60	2,233 22	1,000 37	398 68	0 48
Atlantic, Quebec and Western	...	...	...	10,899 96	3,491 80	52 97	131 10	741 99
Brandon, Sask. and Hudson Bay	...	...	...	338 06	3,364 47	107 96	1,183 81	1 77
British Yukon	...	...	...	10,217 16	4,266 23	1,111 27	Cr. 12 67	1,834 59
Canada and Gulf Terminal	...	...	...	1,660 00	...	3,627 06	55 00	2,697 23
Canada Southern	...	...	199,137 24	20,918 85	238,430 96	8,634 08	40,292 75	217 08
Canadian National Railways—								
Intercolonial	...	...	675,292 08	28,428 38	248,947 74	10,116 10	24,814 83	320 45
P. E. Island	...	...	...	1,276 24	11,045 91	452 49	1,065 37	15 46
International of N. B.	...	...	...	556 51	4,691 68	194 52	474 39	4 93
St. John and Quebec	...	...	...	825 00	2,487 05	...	...	...
Transcontinental	...	...	81,379 77	21,957 18	127,538 59	3,461 48	13,087 49	210 59
Elgin and Havelock	...	...	...	46 49	427 47	17 51	43 94	0 75
Moncton and Buctouche	...	...	...	68 81	607 43	24 78	60 93	0 78
Salisbury and Albert	...	...	...	132 47	1,167 39	46 98	114 16	1 57
St. Martins	...	...	...	60 44	523 42	21 70	52 37	0 71
York and Carleton	...	...	...	25 66	225 59	9 26	22 59	0 29
Canadian Northern	252 91	22,750 91	755,848 48	151,771 90	674,023 01	107,745 22	134,431 95	1,690 13
Canadian Pacific	...	...	3,207,356 80	344,144 89	1,354,507 69	126,044 56	278,446 45	640,000 00
Cape Breton	...	...	...	1,314 71	...	...	...	518 79
Central Canada	...	...	...	5,288 17	1,923 58	844 23	350 00	Cr. 1 10
Central Vermont	...	...	111·23	1,408 03	11,771 33	382 86	1,363 87	10 80
Crow's Nest Southern	...	...	...	509 15	4,353 03	116 14	2,432 85	2 20
Cumberland	...	...	...	1,328 43	728 67	1,400 38	...	381 05
Caraquet and Gulf Shore	...	...	...	...	...	...	...	...
Dominion Atlantic	...	...	...	16,906 84	30,574 47	4,861 38	844 60	14,233 14
Eastern British Columbia	...	...	...	3,124 25	...	62 73	...	353 81
Edmonton, Dunvegan and British Columbia	...	24 03	16,795 89	21,868 82	8,545 26	3,769 96	7,118 51	656 91

Essex Terminal				1,728 08	808 50	921 76	741 36	833 62
Esquimalt and Nanaimo				1,423 97	974 75	1,024 38	514 85	6,688 80
Fredericton and Grand Lake Coal and Rly. Co.				1,936 20	3,162 97	331 17	62 09	
Grand Trunk System			318,754 44	790,617 10	651,817 37	51,976 68	90,860 71	709 59
Grand Trunk Pacific		65,778 22	194,315 57	88,395 86	132,611 33	16,856 11	28,546 31	6,976 04
Grand Trunk Pacific Branch Lines			11,559 24	31,446 79	45,372 62	5,814 90	10,783 61	2,321 44
Hereford				738 38	3,305 80	307 62	411 07	6 97
Kent Northern								
Kettle Valley			11,846 12	2,392 46	10,626 96	434 58	44 75	
Lotbiniere and Megantic				1,756 55	2,351 25	319 69	763 50	852 42
Maine Central				128 68	549 10	52 85	71 77	
Manitoba Great Northern				237 75	2,231 40	70 60	1,454 34	0 99
Maritime Coal, Rly. and Power Co.				1,300 00	620 00		133 15	680 00
Massawippi Valley				1,407 55	18,018 87	106 60	607 09	
Midland of Manitoba			16,294 97	1,077 81	10,264 26	356 94	2,358 20	4 84
Montreal and Atlantic					51,213 33	56 50	970 80	1,843 20
Morrissey, Fernie and Michel				5,194 96	1,143 05		50 00	1,116 98
Napierville Junction				49,524 97	16,480 92	106 17	2,342 09	
Nelson and Fort Sheppard				392 37	2,978 76	92 21	1,983 65	1 57
New Brunswick Coal and Rly. Co.				1,838 00	1,834 38	12 25		
New Westminster Southern				61 29	233 17		720 78	
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York				1,882 32	4,624 60	1,170 28	409 56	
Pacific Great Eastern				9,023 13	12,701 57	4,215 51	7 50	120 00
Père Marquette			1,901 59	7,522 67	102,355 95	6,935 11	6,792 75	6 18
Quebec Central			16,690 70	24,268 37	31,359 98	8,256 30	745 62	504 00
Quebec, Montreal and Southern				5,854 18	33,514 26	1,244 92	2,723 54	52 50
Quebec Oriental				12,489 76	3,490 70	37 71	1,410 20	526 15
Quebec Rly., Light and Power Co.				3,301 09	5,849 52	503 17	628 94	1,487 55
Red Mountain				38 66	301 48	4 44	532 89	0 04
Roberval-Saguenay				3,575 71	5,218 07	4,153 42	946 57	111 71
Rutland and Noyan				68 56	394 43	54 17	69 97	0 78
St. Lawrence and Adirondack				2,859 41	3,317 04	3,473 10	1,232 31	
Sydney and Louisburg				1,800 00	6,969 60	18,220 87		1,948 97
Temiscouata				9,897 39	3,643 85	1,447 01	567 92	1,781 84
Temiskaming and Northern Ontario		39,037 19	51,087 31	21,195 02	70,087 11	8,190 87	4,800 00	286 05
Thousand Islands								
Toronto, Hamilton and Buffalo			26,022 64	36,796 91	26,658 96	2,468 17	15,544 64	7 05
Vancouver, Victoria and Eastern			5,181 63	2,110 12	14,535 78	441 81	8,619 25	7 78
Victoria and Sidney, B.C.				1,488 97	1,115 26	276 55	37 25	
Victoria Terminal Rly. and Ferry Co.				73 48	69 47	52 74		
Wabash (in Canada)			16,469 80	6,278 14	82,905 91	5,475 68	5,245 08	77 25
Total	252 91	127,590 35	5,606,045 50	1,816,764 92	4,124,304 94	423,701 72	708,459 53	694,207 87

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	General Expenses—*Concluded.*—Frais généraux—*fin.*							
	Relief Department. — Division des secours.	Pensions. — Pensions.	Stationery and Printing. — Papeterie et impressions.	Other Expenses. — Autres dépenses.	General Joint Facilities—Dr. — Facilités communes en général—Dt.	General Joint Facilities—Cr. — Facilités communes en général—Av.	Total of General Expenses. — Total des frais généraux.	Transportation for Investment Cr. — Transport pour placement—Av.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay			2,560 52	19,503 99			75,379 68	242 82
Algoma Eastern			1,531 95	8,818 97	60 00		27,238 15	
Alberta Great Waterways			465 92	754 87			10,438 14	
Atlantic, Quebec and Western			400 15	1,248 23			16,966 20	
Brandon, Sask. and Hudson Bay		71 76	159 87	211 69			5,439 39	52 53
British Yukon			287 11	1,248 77			18,952 46	
Canada and Gulf Terminal			432 83				8,472 12	
Canada Southern		22,512 06	33,774 80	35,060 72			399,841 30	2,976 38
Canadian National Railways								
Intercolonial	8,682 42	87,245 88	26,830 14	14,301 19			449,687 13	
P. E. Island	385 72	3,929 64	1,196 89	626 46			19 994 18	
International of N.B	167 60	1,646 75	512 10	281 86			8,530 34	
St. John and Quebec		431 44		99 00			3,842 49	
Transcontinental	19,243 51	19,552 76	13,480 40	8,068 98			226,600 98	
Elgin and Havelock	14 88	153 24	45 17	23 43			772 88	
Moncton and Buctouche	21 11	210 94	65 42	34 59			1,094 79	
Salisbury and Albert	40 63	426 95	118 66	62 12			2,110 93	
St. Martins	18 24	173 94	57 14	30 73			938 69	
York and Carleton	7 84	77 41	24 15	13 03			405 82	
Canadian Northern			73,448 16	210,857 17	8,547 29	2,805 91	1,359,708 92	
Canadian Pacific			131,228 20	435,965 13	4,555 97		3,314,892 89	
Cape Breton				27 15			1,860 65	
Central Canada			360 31	1,266 18			10,031 37	
Central Vermont		480 00	1,519 66	55 44			16,991 99	
Crow's Nest Southern		80 07	182 76	211 90			7,888 10	96 07
Cumberland	151 25			3,244 75			7,234 53	
Caraquet and Gulf Shore								
Dominion Atlantic		5,827 96	4,137 92	3,489 11			80,875 42	
Eastern British Columbia			47 10	352 41			3,940 30	
Edmonton, Dunvegan and British Columbia			1,873 62	7,583 77	68 07	6 00	51,478 92	
Essex Terminal			444 81	23,277 45			28,755 58	

Esquimalt and Nanaimo	....	....	657 37	2,768 92	....	....	14,053 04	....
Fredericton and Grand Lake Coal and Rly. Co.	....	....	165 71	287 44	....	....	5,945 58	....
Grand Trunk System	12,462 60	252,835 65	115,944 36	113,137 82	207 99	1,994 06	2,078,575 81	1,358 94
Grand Trunk Pacific	....	681 60	9,973 50	32,280 24	2,535 98	15 61	318,841 36	....
Grand Trunk Pacific Branch Lines	....	234 28	2,801 73	11,306 62	....	....	110,081 99	....
Hereford	....	327 22	436 89	228 19	....	....	5,762 14	....
Kent Northern	....	....	....	....	....	....	....	....
Kettle Valley	....	....	927 12	1,146 09	....	....	15,571 96	....
Lotbiniere and Megantic	....	....	70 75	1,161 98	....	....	7,276 14	....
Maine Central	....	....	78 00	42 05	....	....	922 45	....
Manitoba Great Northern	....	45 03	123 77	161 27	....	....	4,325 15	10 14
Maritime Coal, Rly. and Power Co	1,900 00	....	....	24 00	....	....	4,657 15	....
Massawippi Valley	....	....	....	52 69	....	....	20,192 80	....
Midland of Manitoba	....	189 72	813 61	524 91	2,275 64	....	17,865 93	....
Montreal and Atlantic	....	....	....	412 13	....	....	54,495 96	....
Morrissey, Fernie and Michel	1,827 92	....	414 50	275 46	6,964 80	....	16,987 67	....
Napierville Junction	....	....	1,135 04	779 97	....	....	70,369 16	....
Nelson and Fort Sheppard	....	61 59	135 86	178 97	....	....	5,824 98	43 98
New Brunswick Coal and Rly. Co	....	....	23 50	753 33	....	....	4,461 46	....
New Westminster Southern	....	....	....	44 19	....	....	1,059 43	....
Northern New Brunswick and Seaboard	....	....	....	....	....	....	....	....
North Shore	....	....	....	....	....	....	....	....
Ottawa and New York	....	32 64	399 90	151 17	....	....	8,670 47	....
Pacific Great Eastern	....	....	1,424 07	159 06	....	....	27,650 84	....
Père Marquette	....	....	8,286 58	Cr. 788 89	....	....	131,110 35	....
Quebec Central	....	5,248 75	2,877 50	7,793 02	....	....	81,053 54	....
Quebec, Montreal and Southern	....	....	4,324 10	1,077 82	....	....	48,791 32	....
Quebec Oriental	....	....	468 65	1,240 42	....	....	19,663 59	....
Quebec Rly., Light and Power Co	....	....	654 19	1,746 19	....	....	14,170 65	....
Red Mountain	....	2 03	9 05	0 20	....	....	888 79	9 44
Roberval-Saguenay	28 39	....	369 71	2,504 97	....	....	16,908 55	....
Rutland and Noyan	....	....	66 66	9 95	....	....	664 52	....
St. Lawrence and Adirondack	....	52 65	559 10	87 96	....	....	11,581 57	....
Sydney and Louisburg	186 82	....	....	15,707 45	....	....	44,833 71	....
Temiscouata	....	....	734 27	3,380 55	540 00	....	21,992 83	....
Temiskaming and Northern Ontario	3 12	....	5,649 20	13,167 82	....	162 83	123,216 36	1,348 10
Thousand Islands	....	....	....	....	....	....	....	....
Toronto, Hamilton and Buffalo	....	....	2,382 98	46,388 23	....	....	130,246 94	....
Vancouver, Victoria and Eastern	....	276 39	659 93	834 11	229 99	476 23	27,238 93	425 78
Victoria and Sidney, B.C	....	....	15 40	11 15	....	....	2,944 58	....
Victoria Terminal Rly. and Ferry Co	....	....	9 64	6 13	....	....	211 46	....
Wabash (in Canada)	....	857 42	4,876 37	2,560 44	1,699 14	....	109,975 43	789 42
Total	45,142 05	403,665 77	462,654 79	1,038,323 11	27,684 87	5,460 64	9,739,448 93	7,353 60

TABLE 7.—Summary of Operating Expenses for the year ending June 30, 1919—Continued.

TABLEAU 7.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Recapitulation of Expenses.—Récapitulation des dépenses.								
	Maintenance of Way and Structures. — Entretien des voies et constructions.	Maintenance of Equipment. — Entretien du matériel.	Traffic. — Trafic.	Transportation—Rail Line. — Transport par rail.	Transportation—Water Line. — Transport par eau.	Miscellaneous Operations. — Exploitations diverses.	General Expenses. — Frais généraux.	Transportation for Investment. Cr. — Transport pour placement. Av.	Total Operating Expenses. — Total des frais d'exploitation.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	400,893 62	337,465 29	10,380 82	631,231 19	318,998 10	....	75,379 68	242 82	1,774,105 88
Algoma Eastern	134,520 19	183,524 72	7,571 92	293,500 83	129,427 56	....	27,238 15	....	775,783 37
Alberta Great Waterways	22,367 09	28,217 04	1,538 72	81,085 49	....	....	10,438 14	....	143,646 48
Atlantic, Quebec and Western	68,245 92	35,362 37	....	105,190 38	....	....	16,966 20	....	225,764 87
Brandon, Sask. and Hudson Bay	87,024 36	21,040 48	1,898 57	82,654 68	....	....	5,439 39	52 53	198,004 95
British Yukon	32,424 32	10,233 11	5,933 21	37,054 86	....	....	18,952 46	....	104,597 96
Canada and Gulf Terminal	18,597 29	10,492 86	2,243 30	38,094 07	....	....	8,472 12	....	77,899 64
Canada Southern	1,915,225 58	3,051,031 85	242,244 84	6,827,465 30	....	199,137 24	399,841 30	2,976 38	12,634,969 73
Canadian National Railways—									
Intercolonial	6,168,722 75	5,136,362 04	310,906 28	16,457,567 63	622,038 11	675,292 08	449,687 13	....	29,820,576 02
P. E. Island	514,099 75	232,451 38	14,178 23	846,882 24	1,834 55	....	19,994 18	....	1,629,440 33
International of N. B	166,800 94	84,393 80	5,912 40	220,740 78	....	....	8,530 34	....	486,378 26
St. John and Quebec	91,474 04	12,987 22	4,147 83	97,378 56	....	....	3,842 49	....	209,830 14
Transcontinental	3,772,065 47	2,675,643 89	168,785 53	5,856,420 92	....	81,379 77	226,600 98	....	12,780,896 56
Elgin and Havelock	37,087 79	3,653 43	514 21	20,362 96	....	....	772 88	....	62,391 27
Moncton and Buctouche	40,860 65	7,287 51	717 75	38,455 38	....	....	1,094 79	....	88,416 08
Salisbury and Albert	66,757 01	11,946 50	1,357 32	52,899 89	....	....	2,110 93	....	135,071 65
St. Martins	34,230 43	2,736 51	631 63	19,745 28	....	....	938 69	....	58,282 54
York and Carleton	6,666 41	3,388 14	277 88	17,535 66	....	....	405 82	....	28,273 91
Canadian Northern	11,883,538 52	9,483,298 66	867,299 59	25,354,333 48	12,016 70	755,848 48	1,359,708 92	....	49,716,044 35
Canadian Pacific	24,048,256 06	31,520,093 19	3,358,394 00	63,883,427 54	1,084,574 50	3,207,356 80	3,314,892 89	....	130,416,994 98
Cape Breton	10,149 98	1,215 48	25 00	15,286 33	....	....	1,860 65	....	28,537 44
Central Canada	11,859 79	6,309 22	709 28	26,305 02	....	....	10,031 37	....	55,214 68
Central Vermont	187,956 75	39,004 26	7,392 31	221,102 84	....	111 23	16,991 99	....	472,559 38
Crow's Nest Southern	148,473 23	56,136 79	2,297 04	113,052 57	....	....	7,888 10	96 07	327,751 66
Cumberland	32,839 24	30,757 18	56 97	62,599 46	....	....	7,234 53	....	133,487 38
Caraquet and Gulf Shore	....	....	....	....	....	....	....	....	....
Dominion Atlantic	309,635 36	188,055 04	26,810 23	693,135 98	....	....	80,875 42	....	1,298,512 03
Eastern British Columbia	14,202 06	7,710 42	804 63	20,599 93	....	....	3,940 30	....	47,257 34
Edmonton, Dunvegan and British Columbia	192,386 19	118,467 02	10,735 00	390,627 75	....	16,795 89	51,478 92	....	780,490 77

Essex Terminal	26,226 20	15,175 84	369 30	46,926 18			28,755 58		117,453 10
Esquimalt and Nanaimo	204,662 41	142,548 94	331 65	389,112 99			14,053 04		750,709 03
Fredericton and Grand Lake Coal and Rly. Co	49,637 11	8,027 05	148 13	62,073 28			5,945 58		125,831 15
Grand Trunk System	8,617,520 84	15,980,680 21	963,742 97	29,047,412 72		318,754 44	2,078,575 81	1,358 94	57,005,328 05
Grand Trunk Pacific	3,144,848 81	3,576,479 96	183,873 38	4,296,877 41		194,315 57	318,841 36		11,715,236 49
Grand Trunk Pacific Branch Lines	932,794 02	754,813 31	66,728 70	1,408,073 51		11,559 24	110,081 99		3,284,050 77
Hereford	63,820 03	55,274 17	1,862 62	125,983 74			5,762 14		252,702 70
Kent Northern									
Kettle Valley	365,520 09	104,598 99	5,579 82	326,925 92		11,846 12	15,571 96		830,042 90
Lotbiniere and Megantic	15,610 30	3,614 69	360 84	17,789 81			7,276 14		44,651 78
Maine Central	4,491 95	5,206 50	313 43	16,646 99			922 45		27,581 32
Manitoba Great Northern	86,766 48	15,693 27	1,252 97	60,108 45			4,325 15	10 14	168,136 18
Maritime Coal, Rly. and Power Co	27,590 54	10,503 31		47,084 76			4,657 15		89,835 76
Massawippi Valley	70,290 68	67,064 99	4,053 57	189,078 94			20,192 80		350,680 98
Midland of Manitoba	50,517 60	89,001 62	5,514 28	235,330 01		16,294 97	17,865 93		414,524 41
Montreal and Atlantic	370,966 53	236,319 49		852,922 75			54,495 96		1,514,704 73
Morrissey, Fernie and Michel	13,387 25	15,374 75		51,335 07			16,987 67		97,084 74
Napierville Junction	79,984 85	47,152 88	2,671 43	144,593 71			70,369 16		344,772 03
Nelson and Fort Sheppard	69,784 69	15,849 69	1,539 44	58,233 25			5,824 98	43 98	151,188 07
New Brunswick Coal and Rly. Co	64,440 35	10,781 29	58 71	24,733 25			4,461 46		104,475 06
New Westminster Southern	6,701 11	1,145 48	33 90	6,440 83			1,059 43		15,380 75
Northern New Brunswick and Seaboard									
North Shore									
Ottawa and New York	101,810 77	65,990 56	7,882 63	251,051 59			8,670 47		435,406 02
Pacific Great Eastern	157,602 48	97,340 95	3,350 71	230,109 68			27,650 84		516,054 66
Père Marquette	507,036 11	402,631 85	52,674 27	1,609 660 18		1,901 59	131,110 35		2,705,014 35
Quebec Central	446,213 05	380,048 34	29,130 15	1,050,655 28		16,690 70	81,053 54		2,003,791 06
Quebec, Montreal and Southern	204,763 93	224,606 09	11,000 47	371,473 87			48,791 32		860,635 68
Quebec Oriental	120,404 64	47,543 60		141,338 86			19,663 59		328,950 69
Quebec Rly., Light and Power Co	26,860 57	38,997 68	2,697 86	63,904 30			14,170 65		146,631 06
Red Mountain	16,753 82	2,035 64	135 64	18,364 64			888 79	9 44	38,169 09
Roberval-Saguenay	42,169 90	27,471 48	3,417 59	107,485 60			16,908 55		197,453 12
Rutland and Noyan	6,903 34	1,062 46	653 29	2,662 78			664 52		11,946 39
St. Lawrence and Adirondack	204,944 18	61,402 06	6,466 79	644,568 42			11,581 57		928,963 02
Sydney and Louisburg	194,451 47	284,094 70	2,830 64	470,407 35			44,833 71		996,617 87
Temiscouata	79,693 96	54,588 56	7,205 18	143,058 56			21,992 83		306,539 09
Temiskaming and Northern Ontario	557,678 96	591,344 99	19,770 99	1,430,915 95		51,087 31	123,216 36	1,348 10	2,772,666 46
Thousand Islands									
Toronto, Hamilton and Buffalo	404,036 16	512,253 93	36,282 54	899,550 96		26,022 64	130,246 94		2,008,393 17
Vancouver, Victoria and Eastern	585,315 12	175,839 01	8,311 13	791,005 82		5,181 63	27,238 93	425 78	1,592,465 86
Victoria and Sidney, B.C	4,788 94	2,321 77	1,069 46	21,667 26			2,944 58		32,792 01
Victoria Terminal Rly. and Ferry Co.	255 64	150 45	69 31	1,796 74			211 46		2,483 60
Wabash (in Canada)	689,636 60	969,974 18	60,784 22	2,219,935 35		16,469 80	109,975 43	789 42	4,065,986 16
Total	69,034,242 27	78,397,270 13	6,545,932 50	170,382,033 76	2,168,889 52	5,606,045 50	9,739,448 93	7,353 60	341,866,509 01

TABLE 8.—Income Account for

TABLEAU 8.—Compte du revenu pour

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Net.		Outside Operations.—Opérations extérieures.			
		Operating Revenue. — Recettes des opérations.	Operating Deficit. — Déficit des opérations.	Revenue. — Revenu.	Expense. — Dépenses.	Profit. — Profits.	Loss. — Pertes.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central and Hudson Bay	509,754 46	....	....	....	....	....
2	Algoma Eastern	349,626 05	....	....	....	....	....
3	Alberta Great Waterways	....	13,932 67	2,326 75	4,523 49	....	2,196 74
4	Atlantic, Quebec and Western	....	24,643 07	....	....	....	....
5	Brandon, Sask. and Hudson Bay	....	152,846 21	....	....	....	....
6	British Yukon	64,396 03	....	....	....	....	....
7	Canada and Gulf Terminal	18,336 77	....	....	....	....	....
8	Canada Southern	8,084,361 73	....	....	....	....	....
9	Canadian National Railways—						
10	Intercolonial	....	2,842,768 52	....	....	....	....
11	P. E. Island	....	842,818 93	....	....	....	....
12	International of N.B.	....	253,917 99	....	....	....	....
13	St. John and Quebec	....	70,844 78	....	....	....	....
14	Transcontinental	....	2,385,652 90	....	....	....	....
15	Elgin and Havelock	....	44,753 85	....	....	....	....
16	Moncton and Buctouche	....	44,096 83	....	....	....	....
17	Salisbury and Albert	....	72,707 62	....	....	....	....
18	St. Martins	....	38,229 61	....	....	....	....
19	York and Carleton	....	19,167 66	....	....	....	....
20	Canadian Northern	....	1,477,582 81	2,650,527 03	2,299,078 61	351,448 42	....
21	Canadian Pacific	32,429,475 39	....	6,059,119 08	4,509,135 32	1,549,983 76	....
22	Cape Breton	....	5,685 03	....	....	....	....
23	Central Canada	....	31,032 97	....	....	....	....
24	Central Vermont	....	71,898 61	....	....	....	....
25	Crow's Nest Southern	....	249,670 14	....	....	....	....
26	Cumberland	24,720 54	....	....	....	....	....
27	Caraquet and Gulf Shore	....	....	....	....	....	....
28	Dominion Atlantic	210,639 97	....	9,225 05	10,915 51	....	1,690 46
29	Eastern British Columbia	....	17,560 69	....	....	....	....
30	Edmonton, Dunvegan and British Columbia	59,896 83	....	7,514 28	7,902 41	....	388 13
31	Essex Terminal	44,018 05	....	....	....	....	....
32	Esquimalt and Nanaimo	311,337 15	....	....	....	....	....
33	Fredericton & Grand Lake Coal and Rly. Co	40,978 50	....	....	....	....	....
34	Grand Trunk System	9,423,819 20	....	....	....	....	....
35	Grand Trunk Pacific	....	4,152,922 01	74,058 38	....	74,058 38	....
36	Grand Trunk Pacific Lines	....	1,220,596 24	....	....	....	....
37	Hereford	....	140,057 09	....	....	....	....
38	Kent Northern	....	....	....	....	....	....
39	Kettle Valley	....	157,575 29	....	....	....	....
40	Lotbiniere and Megantic	5,395 60	....	....	....	....	....
41	Maine Central	1,404 97	....	....	....	....	....
42	Manitoba Great Northern	....	140,731 88	....	....	....	....
43	Maritime Coal, Rly. and Power Co	33,081 11	....	....	....	....	....
44	Massawippi Valley	....	129,852 36	....	....	....	....
45	Midland of Manitoba	....	107,006 07	....	....	....	....
46	Montreal and Atlantic	78,701 54	....	....	....	....	....
47	Morrissey, Fernie and Michel	....	4,039 51	....	....	....	....
48	Napierville Junction	148,668 81	....	....	....	....	....
49	Nelson and Fort Sheppard	....	95,511 42	....	....	....	....
50	New Brunswick Coal and Rly. Co	....	26,014 22	....	....	....	....

the year ending June 30, 1919.

l'exercice terminé le 30 juin 1919.

Total.		Taxes Deduction. — Déduction des taxes.	Total.		Other income from all other sources.— Autres recettes prov. de toutes les autres sources.	Total Gross. Corporate. — Total brut du revenu.		Number.—Numéro.
Net Revenue. — Recettes nettes.	Net Deficit. — Déficit net.		Operating Income. — Opérations, revenu.	Operating Loss. — Opérations, pertes.		Income. — Revenu.	Loss. — Pertes.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
509,754 46	....	33,321 68	476,432 78	....	115,645 34	592,078 12	....	1
349,626 05	....	2,283 68	347,342 37	....	1,133 86	348,476 23	....	2
....	16,129 41	2.708 16	....	18,837 57	18,741 41	....	96 16	3
....	24,643 07	3,288 73	....	27,931 80	57,974 49	30,042 69	....	4
....	152.846 21	895 51	....	153,741 72	641 96	....	153,099 76	5
64,396 03	....	6,821 05	57,574 98	....	15,965 00	73,539 98	....	6
18,336 77	....	1,214 81	17,121 96	....	570 20	17,692 16	....	7
8,084,361 73	....	341,286 72	7,743,075 01	....	258,331 18	8,001,406 19	....	8
....	2,842,768 52	....	....	2,842,768 52	618,477 32	....	2,224,291 20	10
....	842,818 93	....	....	842,818 93	333 74	....	842,485 19	11
....	253,917 99	....	....	253,917 99	866 77	....	253,051 22	12
....	70,844 78	....	....	70,844 78	....	....	70,844 78	13
....	2,385,652 90	11,153 92	....	2,396,806 82	4,166 21	....	2,392,640 61	14
....	44,753 85	....	....	44,753 85	....	....	44,753 85	15
....	44,096 83	....	....	44,096 83	79 11	....	44,017 72	16
....	72,707 62	....	....	72,707 62	18 46	....	72,689 16	17
....	38,229 61	....	....	38,229 61	....	....	38,229 61	18
....	19,167 66	....	....	19,167 66	....	....	19,167 66	19
....	1,126,134 39	816,721 14	....	1,942,855 53	1,215,177 00	....	727,678 53	20
33,979,459 15	....	2,668,727 33	31,310,731 82	....	8,753,896 13	40,067,627 95	....	21
....	5,685 03	....	....	5,685 03	....	....	5,685 03	22
....	31,032 97	24 44	....	31,057 41	....	....	31,057 41	23
....	71,898 61	5,309 16	....	77,207 77	22,489 94	....	54,717 83	24
....	249,670 14	3,663 97	....	253,334 11	217 56	....	253,116 55	25
24,720 54	....	....	24,720 54	....	....	24,720 54	....	26
....	....	....	....	....	....	....	....	27
208,949 51	....	950 25	207,999 26	....	15,375 00	223,374 26	....	24
....	17,560 69	2,746 13	....	20,306 82	....	....	20,306 82	29
59,508 70	....	3,496 26	56,012 44	....	16,124 45	72,136 89	....	30
44,018 05	....	....	44,018 05	....	....	44,018 05	....	31
311,337 15	....	28,423 66	282,913 49	....	....	282,913 49	....	32
40,978 50	....	3,328 63	37,649 87	....	....	37,649 87	....	33
9,423,819 20	....	1,055,152 91	8,368,666 29	....	2,596,823 42	10,965,489 71	....	34
....	4,078,863 63	54,799 06	....	4,133,662 69	3,683,477 72	....	450,184 97	35
....	1,220,596 24	25,653 77	....	1,246,250 01	1,920 40	....	1,244,329 61	36
....	140,057 09	1,814 84	....	141,871 93	28 00	....	141,843 93	37
....	....	....	....	....	....	....	....	38
....	157,575 29	8,603 33	....	166,178 62	207,652 92	41,474 30	....	39
5,395 60	....	900 00	4,495 60	....	....	4,495 60	....	40
1,404 97	....	626 71	778 26	....	....	778 26	....	41
....	140,731 88	620 32	....	141,352 20	461 58	....	140,890 62	42
33,081 11	....	....	33,081 11	....	....	33,081 11	....	43
....	129,852 36	2,761 82	....	132,614 18	1,333 02	....	131,281 16	44
....	107,006 07	29,896 35	....	136,902 42	30,371 02	....	106,531 40	45
78,701 54	....	20,966 73	57,734 81	....	1,400 00	59,134 81	....	46
....	4,039 51	178 04	....	4,217 55	16 85	....	4,200 70	47
148,668 81	....	2,235 44	146,433 37	....	6,576 98	153,010 35	....	48
....	95,511 42	48 57	....	95,559 99	3,950 22	....	91,609 77	49
....	26,014 22	38 87	....	26,053 09	....	....	26,053 09	50

TABLE 8.—Income Account for the

TABLEAU 8.—Compte du revenu pour

Number.—Numéro.	Name of Railway. — Nom du chemin de fer.	Net.		Outside Operations.—Opérations extérieures.			
		Operating Revenue. — Recettes des opérations.	Operating Deficit. — Déficit des opérations.	Revenue. — Revenu.	Expense. — Dépenses.	Profit. — Profits.	Loss. — Pertes.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
51	New Westminster Southern		14,320 57				
52	Northern New Brunswick and Seaboard						
	North Shore						
53	Ottawa and New York		61,633 89				
54	Pacific Great Eastern		175,503 11				
55	Père Marquette	1,945,699 59					
56	Quebec Central	620,752 15					
57	Quebec, Montreal and Southern		112,313 97				
58	Quebec Oriental	26,594 35					
59	Quebec Rly., Light and Power Co	19,551 66					
60	Red Mountain		27,569 39				
61	Roberval-Saguenay	74,310 52					
62	Rutland and Noyan		1,905 92				
63	St. Lawrence and Adirondack	260,018 55					
64	Sydney and Louisburg	114,966 26					
65	Temiscouata	54,632 52					
66	Temiskaming & Northern Ontario	142,406 83					
67	Thousand Islands						
68	Toronto, Hamilton and Buffalo	811,110 28					
69	Vancouver, Victoria and Eastern		843,195 30				
70	Victoria and Sidney, B.C.		8,712 01				
71	Victoria Terminal Rly. and Ferry Co		820 89	33 15		33 15	
72	Wabash (in Canada)	1,281,829 02					
	Totals	57,190,484 43	16,080,092 03	8,802,803 72	6,831,555 34	1,975,523 71	4,275 33

year ending June 30, 1919—Continued.

l'exercice terminé le 30 juin 1919—suite.

Total.		Taxes Deduction. — Déduction des taxes.	Total.		Other income from all other sources.— Autres recettes prov. de toutes les autres sources.	Total Gross. Corporate. — Total brut du revenu.		Number—Numéro.
Net Revenue. — Recettes nettes.	Net Deficit. — Déficit net.		Operating Income. — Opérations revenu.	Operating Loss. — Opérations pertes.		Income. — Revenu.	Loss. — Pertes.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts...	
....	14,320 57	221 04	....	14,541 61	211 10	....	14,330 51	51
....	....	....	....	....	....	....	....	52
....	....	....	....	....	....	....	....	
....	61,633 89	7,372 79	....	69,006 68	121 63	....	68,885 05	53
....	175,503 11	....	....	175,503 11	....	....	175,503 11	54
1,945,699 59	....	1,220 02	1,944,479 57	....	2,769 91	1,947,249 48	....	55
620,752 15	....	21,169 23	599,582 92	....	7,370 33	606,953 25	....	56
....	112,313 97	7,623 22	....	119,937 19	278,560 30	158,623 11	....	57
26,594 35	....	3,093 73	23,500 62	....	6 00	23,506 62	....	58
19,551 66	....	3,226 64	16,325 02	....	....	16,325 02	....	59
....	27,569 39	1,546 52	....	29,115 91	65 28	....	29,050 63	60
74,310 52	....	554 30	73,756 22	....	50,201 89	123,958 11	....	61
....	1,905 92	28 00	....	1 933 92	4,000 00	2,066 08	....	62
260,018 55	....	12,094 79	247,923 76	....	....	247,923 76	....	63
114,966 26	....	....	114,966 26	....	....	114,966 26	....	64
54,632 52	....	4,720 00	49,912 52	....	1,378 73	51,291 25	....	65
142,406 83	....	....	142,406 83	....	74,046 04	216,452 87	....	66
....	....	....	....	....	....	....	....	67
811,110 28	....	33,985 32	777,124 96	....	185,060 00	962,184 96	....	68
....	843,195 30	76,705 76	....	919,901 06	246,851 40	....	673,049 66	69
....	8,712 01	1,075 12	....	9,787 13	....	....	9,787 13	70
....	787 74	1,415 28	....	2,203 02	311 10	....	1,891 92	71
1,281,829 02	....	....	1,281,829 02	....	....	1,281,829 02	....	72
58,738,389 60	15,656,748 82	5,316,713 75	54,488,589 71	16,723,662 68	18,501,190 97	66,823,470 35	10,557,352 35	

TABLE 8.—Income Account for the

TABLEAU 8.—Compte du revenu pour

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Deductions from Gross Corporate		
		Rents Accrued for Lease of other Roads. — Loyers provenant des locations d'autres voies.	Other Rents. — Autres loyers.	Loss on Separately Operated Properties. — Pertes sur propriétés exploitées séparément.
		$ cts.	$ cts.	$ cts.
1	Algoma Central and Hudson Bay		39,281 70	
2	Algoma Eastern		142,955 96	
3	Alberta Great Waterways		17,010 45	
4	Atlantic, Quebec and Western		30,042 69	
5	Brandon, Sask. and Hudson Bay		1,668 46	
6	British Yukon			
7	Canada and Gulf Terminal			
8	Canada Southern		2,268,396 71	
9	Canadian National Railways—			
10	Intercolonial		67,810 91	
11	P. E. Island			
12	International of N.B		21,352 80	
13	St. John and Quebec		33,505 98	
14	Transcontinental	600,000 00	169,541 50	
15	Elgin and Havelock		1,383 37	
16	Moncton and Buctouche		1,294 80	
17	Salisbury and Albert		3,502 20	
18	St. Martins		898 80	
19	York and Carleton		759 00	
20	Canadian Northern	225,000 00	542,965 99	
21	Canadian Pacific	2,372,133 58	108,211 08	
22	Cape Breton		730 20	
23	Central Canada		3,861 67	
24	Central Vermont		9,213 09	
25	Crow's Nest Southern		5,201 73	
26	Cumberland			
27	Caraquet and Gulf Shore			
28	Dominion Atlantic	62,120 18	43,133 11	
29	Eastern British Columbia		5,213 05	
30	Edmonton, Dunvegan and British Columbia		48,917 46	
31	Essex Terminal			
32	Esquimalt and Nanaimo		52,985 59	
33	Fredericton and Grand Lake Coal and Rly. Co		26,012 85	
34	Grand Trunk System	368,974 12	166,304 11	
35	Grand Trunk Pacific		174,169 36	*2,673,248 13
36	Grand Trunk Pacific Branch Lines		110 00	
37	Hereford		610 87	
38	Kent Northern			
39	Kettle Valley	25,000 00	157,235 52	
40	Lotbiniere and Megantic		2,057 14	
41	Maine Central		60 88	
42	Manitoba Great Northern		5,285 76	
43	Maritime Coal, Rly. and Power Co		8,417 13	
44	Massawippi Valley	24,000 00	13,551 26	
45	Midland of Manitoba		67,353 23	
46	Montreal and Atlantic	33,120 00	32,572 47	
47	Morrissey, Fernie and Michel			
48	Napierville Junction		28,618 94	
49	Nelson and Fort Sheppard		3,833 21	
50	New Brunswick Coal and Rly. Co		2,850 57	
51	New Westminster Southern		11 54	
52	Northern New Brunswick and Seaboard			
	North Shore			
53	Ottawa and New York		24,358 25	
54	Pacific Great Eastern			

*Includes $2,474,403.55 loss G.T.P. Branch Lines. Y compris $2,474,403.55 de pertes sur les embranchements du G.T.P.

year ending June 30, 1919—Continued.

l'exercice terminé le 30 juin 1919—suite.

Income.—Déductions du revenu brut.					Net Corporate.—Revenu net.		Number—Numéro.
Interest Accrued on Funded Debt — Intérêt couru sur dette consolidée.	Other Interest. — Autre intérêt.	Sinking Funds. — Fonds d'amortissement.	All other Deductions. — Toutes autres déductions.	Total Deductions. — Déductions totales.	Income. — Revenu.	Loss. — Pertes.	
$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
521,100 00			249,976 32	810,358 02		218,279 90	1
158,705 45	20,576 45	9,000 00		331,237 86	17,238 37		2
133,200 00	20,386 26		4.342 09	174,938 80		175,034 96	3
				30,042 69			4
				1,668 46		154,768 22	5
102,238 00	4,431 07			106,669 07		33,129 09	6
					17,692 16		7
1,130,200 00	619,480 99		741 51	4,018,819 21	3,982,586 98		8
							9
				67.810 91		2,292,102 11	10
						842,485 19	11
				21,352 80		274,404 02	12
				33,505 98		104,350 76	13
				769,541 50		3,162,182 11	14
				1,383 37		46,137 22	15
				1,294 80		45,312 52	16
				3,502 20		76,191 36	17
				898 80		39,128 41	18
				759 00		19,926 66	19
11,445,813 33	7,245,887 28		6,641 20	19,466,307 80		20,193,986 33	20
597,125 00	9,895 06			3,087,364 72	36,977,263 23		21
				730 20		6,415 23	22
52,900 00				56,761 67		87,819 08	23
14,234 40			20,000 00	43,447 49		98,165 32	24
				5,201 73		258,318 28	25
					24,720 54		26
							27
239,926 67				345,179 96		121,805 70	28
			3 60	5,216 65		25,523 47	29
331,120 02	64,593 99		3,529 92	448,161 39		376,024 50	30
21,000 00				21,000 00	23,018 05		31
193,280 00				246,265 59	36,647 90		32
			56,318 68	82,331 53		44,681 66	33
7,621,300 44	1,875,436 83	526 85	1,953,933 96	11,986,476 31		1,020,986 60	34
6,368,084 04	1,400,907 09		13.018 34	10,629,426 96		11,079,611 93	35
680,866 56	549,097 38			1.230,073 94		**2,474,403 55	36
32,000 00			500 00	33,110 87		174,954 80	37
							38
541,200 00				723,435 52		681,961 22	39
				2,057 14	2,438 46		40
	3,150 00			3,210 88		2,432 62	41
				5,285 76		146,176 38	42
				8,417 13	24,663 98		43
				37,551 26		168,832 42	44
	127 99			67,481 22		174,012 62	45
52,650 00				118,342 47		59,207 66	46
						4,200 70	47
				28,618 94	124,391 41		48
				3,833 21		95,442 98	49
				2,850 57		28,903 66	50
				11 54		14,342 05	51
							52
				24,358 25		93,243 30	53
						175,503 11	54

**Contributed by Grand Trunk Pacific Ry. Au débit du Grand Tronc Pacifique.

TABLE 8—Income Account for the

TABLEAU 8—Compte du revenu pour

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Deductions from Gross Corporate		
		Rents Accrued for Lease of other Roads. — Loyers provenant des locations d'autres voies.	Other Rents. — Autres loyers.	Loss on Separately Operated Properties. — Pertes sur propriétés exploitées séparément.
		$ cts.	$ cts.	$ cts.
55	Pere Marquette	25,447 68	652,108 64	
56	Quebec Central		74,650 65	
57	Quebec, Montreal and Southern		7,185 71	
58	Quebec Oriental		31,360 23	
59	Quebec Rly., Light and Power Co			
60	Red Mountain		219 65	
61	Roberval-Saguenay		23,172 50	
62	Rutland and Noyan			
63	St. Lawrence and Adirondack	10,000 00	210,256 88	
64	Sydney and Louisburg			
65	Temiscouata		15,429 95	
66	Temiskaming and Northern Ontario		68,042 32	
67	Thousand Islands			
68	Toronto, Hamilton and Buffalo		19,497 38	
69	Vancouver, Victoria and Eastern		240,240 91	
70	Victoria and Sidney, B.C			
71	Victoria Terminal Rly. and Ferry Co		114 28	
72	Wabash (in Canada)			
	Total	3,745,795 56	5,675,530 49	2,673,248 13

year ending June 30, 1919—Continued.

l'exercice terminé le 30 juin, 1919—suite.

Income.—Déductions du revenu brut.					Net Corporate.—Revenu net.		
Interest Accrued on Funded Debt — Intérêt couru sur dette consolidée.	Other Interest. — Autre intérêt.	Sinking Funds. — Fonds d'amortissement.	All other Deductions. — Toutes autres déductions.	Total Deductions. — Déductions totales.	Income. — Revenu.	Loss. — Pertes.	Number—Numéro.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	677,556 32	1,269,693 16	....	55
257,560 94	....	....	....	332,211 59	274,741 66	....	56
....	258,561 22	....	59 38	265,806 31	....	107,183 20	57
100,930 75	....	....	....	132,290 98	....	108,784 36	58
....	....	....	....	....	16,325 02	....	59
....	....	....	....	219 65	....	29,270 28	60
63,000 00	9,636 94	....	10,638 29	106,447 73	17,510 38	....	61
4,000 00	....	....	....	4,000 00	....	1,933 92	62
49,007 55	....	....	....	269,264 43	....	21,340 67	63
....	....	....	....	....	114,966 26	....	64
12,166 66	....	9,733 33	....	37,329 94	13,961 31	....	65
....	8,986 82	....	....	77,029 14	139,423 73	....	66
....	....	....	....	....	....	....	67
250,449 97	32,051 53	....	....	301,998 88	660,186 08	....	68
....	....	....	....	240,240 91	....	913,290 57	69
....	....	....	....	....	....	9,787 13	70
....	Cr. 5 62	....	....	108 66	....	2,000 58	71
....	....	....	....	....	1,281,829 02	....	72
30,974,059 78	12,123,201 28	19,260 18	2,319,703 29	57,530,798 71	45,019,297 70	46,283,978 41	

TABLE 8—Income Account for the

TABLEAU 8—Compte du revenu pour

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Disposition of Net Corporate Income.		
		Dividends.—Dividendes.		
		Common Stock. — Actions ordinaires.	Preferred Stock. — Actions privilégiées.	Total Dividends. — Total des dividendes.
		$ cts.	$ cts.	$ cts.
1	Algoma Central and Hudson Bay	....	....	....
2	Algoma Eastern	....	....	....
3	British Yukon	....	....	....
4	Canada Southern	450,000 00	....	450,000 00
5	Canadian Pacific	26,000,000 00	10,278,672 14	36,278,672 14
6	Hereford	32,000 00	....	32,000 00
7	Quebec Central	169,080 16	....	169,080 16
8	Quebec Railway, Light and Power Co	....	52,500 00	52,500 00
9	Toronto, Hamilton and Buffalo	248,187 50	....	248,187 50
10	Balance Railways not distributed	....	....	....
	Total	26,899,267 66	10,331,172 14	37,230,439 80

year ending June 30, 1919—Concluded.

l'exercice terminé le 30 juin, 1919—fin.

—Distribution des recettes nettes des compagnies.					Balance.		
Additions and Betterments Charged to Income. — Additions et améliorations imputées au revenu.	Appropriation to Reserve. — Appropriation à la réserve.	Miscellaneous. — Divers.	Applied to Improvements. — Appliqué aux améliorations.	Total. — Total.	Credit of Profit and Loss Account. — Crédit du compte des profits et pertes.	Debit of Profit and Loss Account. — Débit du compte des profits et pertes.	Number—Numéro.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	192,402 52	80,000 00	....	272,402 52	....	490,682 42	1
....	48,315 23	....	....	48,315 23	....	31,076 86	2
....	3,003 43	....	....	3,003 43	....	36,132 52	3
....	....	....	....	450,000 00	3,532,586 98	....	4
....	....	....	....	36,278,672 14	698,591 09	....	5
Cr. 879 95	....	....	....	31,120 05	....	206,074 85	6
....	....	....	....	169,080 16	105,661 50	....	7
....	....	....	....	52,500 00	....	36,174 98	8
....	....	....	....	248,187 50	411,998 58	....	9
....	....	....	....	....	3,090,956 36	45,857,614 62	10
Cr. 879 95	243,721 18	80,000 00	....	37,553,281 03	7,839,794 51	46,657,756 25	

TABLE 9.—Summary of Earnings and Expenses for the year ending June 30, 1919.

TABLEAU 9.—Sommaire des recettes et des dépenses pour l'année finissant le 30 juin 1919.

Name of Company. — Nom du chemin de fer.	Bridge Tolls Revenue. — Péages sur ponts. Revenu.	Sleeping Car Revenue. — Chars-dortoirs. Revenu.	Parlour and Chair Car Revenue. — Chars-palais. Revenu.	Switching Revenue. — Transbordement. Revenu.	Power Revenue. — Force motrice. Revenu.	Rents of Buildings and other Property. — Loyer d'édifices et autres propriétés.	Freight Revenue. — Fret. Revenu.	Total Revenue. — Total du revenu.	Total Operating Expenses. — Total des frais d'exploitation.	Net Operating Revenue. — Revenu net de l'exploitation.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Detroit River Tunnel Co.						1,050,000 00		1,050,000 00		1,050,000 00
International Bridge Co.	428,511 45					2,820 75		431,332 20	101,712 34	329,619 86
St. Clair Tunnel				286,288 25	24,364 90	1,442 25		312,095 40	226,845 51	85,249 89
The Pullman Co.		749,321 00	38,978 00					788,299 00	674,281 40	114,017 60
Van Buren Bridge Co.							41,533 05	41,533 05	8,605 75	32,927 30
Total	428,511 45	749,321 00	38,978 00	286,288 25	24,364 90	1,054,263 00	41,533 05	2,623,259 65	1,011,445 00	1,611,814 65

ABLE 10.—Summary of Passengers and Tons Carried, Train Mileage and Mileage Operated for the year ending June 30, 1919.

TABLEAU 10.—Résumé des voyageurs et des marchandises transportés et des milles parcourus pendant l'exercice clos le 30 juin 1919.

Name of Railway. — Nom du chemin de fer.	Tons Carried. — Tonnes de marchandises transportées	Tons Carried One Mile. — Tonnes transportées un mille.	Passengers Carried. — Voyageurs transportés.	Passengers Carried One Mile. — Voyageurs transportés un mille.	Revenue Freight-trains. — Trains donnant revenu, marchandises.	Revenue Passenger-trains. — Trains donnant revenu, voyageurs.	Revenue Mixed-trains. — Convois mixtes donnant revenu.	Special Revenue Train. — Trains spéciaux, revenu.	Total Revenue Train. — Total revenu des trains.	Non-revenue Train. — Convois sans revenu.
	No.	No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Algoma Central and Hudson Bay	814,789	115,979,335	36,539	2,409,539	340,720	60,475	12,954	627	414,776	56,294
Algoma Eastern	1,881,132	26,579,630	46,818	1,412,430	195,330	93,853	17,812	....	306,995	1,481
Alberta Great Waterways	79,263	8,283,156	9,730	785,767	27,585	....	22,367	....	49,952	599
Atlantic, Quebec and Western	182,107	7,991,527	47,663	1,402,903	39,836	40,477	25,549	....	105,862	2,178
Brandon, Sask. and Hudson Bay	19,960	809,134	17,945	638,327	21,751	43,176	....	....	64,927	1,839
British Yukon	12,790	1,041,648	5,548	358,020	413	1,954	41,730	358	44,455	1,591
Canada and Gulf Terminal	41,399	1,224,089	24,341	558,913	....	....	22,464	576	23,040	....
Canada Southern	9,573,206	1,593,099,085	1,543,631	1,798,823,466	1,780,231	1,994,128	139,050	219	3,913,628	75,547
Canadian National Railways—										
Intercolonial	8,159,265	1,991,436,652	4,809,142	332,621,150	4,501,678	3,355,951	453,190	6,576	8,317,395	268,183
Prince Edward Island	216,007	10,907,961	365,333	10,029,941	26,235	122,262	222,320	....	370,817	8,625
International of New Brunswick	194,015	11,853,909	36,087	1,396,559	61,218	32,397	68,037	....	161,652	17,135
St. John and Quebec	94,001	3,994,324	52,165	1,180,562	8,817	....	67,860	....	76,677	2,330
Transcontinental	3,905,481	1,245,520,866	1,006,041	88,836,803	2,139,069	919,115	342,542	911	3,401,637	189,314
Elgin and Havelock	13,422	159,286	12,681	135,892	76	....	14,217	....	14,293	625
Moncton and Buctouche	21,934	433,179	29,239	669,984	132	....	20,090	....	20,222	1,785
Salisbury and Albert	63,307	1,820,329	13,519	314,737	8,921	....	30,070	....	38,991	1,090
St. Martins	13,656	212,247	8,602	156,557	10	....	17,584	....	17,594	60
York and Carleton	10,656	63,914	9,800	56,076	48	....	7,564	....	7,612	82
Canadian Northern	12,056,326	3,707,628,972	4,343,988	306,755,510	9,201,582	5,289,889	1,775,536	57,451	16,324,458	1,094,629
Canadian Pacific	25,894,741	11,307,517,134	14,542,282	1,400,656,245	19,680,710	17,756,307	1,987,553	11,222	39,435,792	997,482
Cape Breton	14,486	385,634	14,756	317,175	....	....	19,406	....	19,406	....
Central Canada	8,925	431,581	5,647	271,056	642	....	9,650	....	10,292	626
Central Vermont	254,554	8,904,255	164,254	2,999,154	58,747	112,600	44,402	....	215,749	3,146
Crow's Nest Southern	132,498	5,559,794	12,519	330,368	42,397	33,145	....	....	75,542	2,298
Cumberland	322,559	2,254,728	49,039	555,496	7,448	....	28,145	....	35,593	....
Dominion Atlantic	392,637	39,440,611	497,410	19,843,075	158,060	282,570	92,165	1,330	534,125	14,974
Eastern British Columbia	84,482	982,807	2,500	28,198	....	....	7,512	504	8,016	178
Edmonton, Dunvegan and British Columbia	143,927	28,777,770	41,972	6,302,672	153,167	79,096	7,906	9,548	249,717	11,101
Essex Terminal	430,161	4,301,610	....	....	....	....	35,000	....	35,000	....
Esquimalt and Nanaimo	681,031	21,368,449	315,456	8,325,155	126,279	151,180	4,180	178	281,817	16,757
Fredericton and Grand Lake Coal and Rly. Co.	221,731	7,103,985	14,735	337,214	....	....	29,759	....	29,759	....

TABLE 10—Summary of Passengers and Tons Carried, Train Mileage and Mileage Operated for the year ending June 30, 1919—Concluded.

TABLEAU 10.—Résumé des voyageurs et des marchandises transportés et des milles parcourus pendant l'exercice clos le 30 juin 1919—fin.

Name of Railway. — Nom du chemin de fer.	Tons Carried. — Tonnes de marchandises transportées.	Tons Carried One Mile. — Tonnes transportées un mille.	Passengers Carried. — Voyageurs transportés.	Passengers Carried One Mile. — Voyageurs transportés un mille.	Revenue Freight-trains. — Trains donnant revenu, marchandises.	Revenue Passenger-trains. — Trains donnant revenu, voyageurs.	Revenue Mixed-trains. — Convois mixtes donnant revenu.	Special Revenue Train. — Trains spéciaux, revenu.	Total Revenue Train. — Total revenu des trains.	Non-Revenue Train. — Convois sans revenu.
	No.	No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Grand Trunk	23,901,253	4,900,472,249	10,593,808	487,443,733	10,328,082	6,883,203	707,051	3,243	17,921,579	610,315
Grand Trunk Pacific	1,633,560	584,883,478	391,980	50,345,197	1,818,261	973,527	118,025	940	2,910,753	439,807
Grand Trunk Pacific Branch Lines	1,033,986	99,951,696	258,863	12,563,339	343,002	288,601	304,697	2,260	938,560	124,136
Hereford	122,144	3,632,496	27,646	481,681	13,337	33,160	33,108	53	79,658	1,102
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	242,455	18,952,176	49,579	6,485,615	168,802	193,002	36,539	.....	398,343	58,461
Lotbiniere and Megantic	57,513	960,676	9,340	129,845	.....	.....	19,000	.....	19,000	.....
Maine Central	278,293	1,419,294	125,134	638,183	4,115	3,706	6,205	.....	14,026	10
Manitoba Great Northern	42,374	1,357,714	8,178	182,714	4,652	10,016	24,178	.....	38,846	239
Maritime Coal, Rly. and Power Co	246,716	2,636,534	24,941	220,445	.....	.....	24,645	.....	24,645	.....
Massawippi Valley	479,554	14,315,485	176,407	2,536,898	38,299	61,965	21,910	.....	122,174	1,076
Midland of Manitoba	132,910	9,481,827	73,615	4,084,025	40,568	97,692	.....	67	138,327	.....
Montreal and Atlantic	1,479,467	75,281,013	351,314	8,948,106	190,415	136,452	155,724	30	482,621	5,124
Morrissey, Fernie and Michel	338,027	2,061,965	81,900	411,957	.....	.....	26,303	.....	26,303	.....
Napierville Junction	949,018	27,247,870	121,539	4,606,458	42,769	87,421	.....	.....	130,190	569
Nelson and Fort Sheppard	35,823	1,250,631	24,043	566,876	18,381	36,768	.....	.....	55,149	3,015
New Brunswick Coal and Rly. Co	34,849	1,937,840	25,145	569,995	.....	.....	34,438	.....	34,438	.....
New Westminster Southern	7,363	15,508	657	8,554	.....	.....	2,610	.....	2,610	.....
Northern New Brunswick and Seaboard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa and New York	510,382	26,643,364	134,309	3,297,912	41,602	75,702	.....	.....	117,304	1,059
Pacific Great Eastern (did not report)										
Pere Marquette	3,310,548	616,713,972	197,141	3,957,242	889,348	197,926	.....	.....	1,087,274	6,535
Quebec Central	1,151,945	101,029,602	489,514	21,008,539	230,217	245,286	248,831	.....	724,334	6,449
Quebec, Montreal and Southern	768,085	37,688,130	191,726	4,508,082	87,760	67,715	64,410	.....	219,785	13,846
Quebec Oriental	206,085	17,573,142	42,806	2,420,868	110,659	28,755	31,895	.....	171,309	12,067
Quebec Rly., Light and Power Co	213,151	2,738,614	38,760	253,103	27,425	2,079	.....	.....	29,505	364
Red Mountain	13,024	110,107	5,794	52,042	.....	.....	6,354	.....	6,354	126
Roberval-Saguenay	232,291	4,030,173	42,181	708,033	25,366	29,148	15,512	.....	70,026	3,260
Rutland and Noyan	254,593	863,070	.....	.....	1,893	.....	.....	.....	1,893	.....
St. Lawrence and Adirondack	2,324,274	88,561,407	643,601	12,856,400	121,110	127,006	.....	.....	248 116	18,073

Sydney and Louisburg	3,280,850	36,920,398	160,421	1,872,769	137,202	31,714	17,998	....	186,914	....
Temiscouata	213,055	7,254,268	60,054	1,768,164	25,656	50,419	43,980	....	120,055	21,220
Temiskaming and Northern Ontario	1,065,726	190,721,385	463,665	27,594,993	545,467	398,056	54,481	....	998,004	16,025
Thousand Islands	....	....	....	....	....	....	....	....	....	....
Toronto, Hamilton and Buffalo	2,702,277	101,559,377	497,437	16,355,132	168,907	203,342	....	1,137	373,386	14,715
Vancouver, Victoria and Eastern	885,339	27,953,526	176,095	4,988,525	66,425	113,964	86,782	188	267,359	27,577
Victoria and Sidney, B.C.	19,599	181,095	29,327	375,972	7,168	22,650	1,055	....	30,873	....
Victoria Terminal Rly. and Ferry Co.	18,435	18,250	29,804	29,506	371	1,403	66	....	1,840	....
Wabash (in Canada)	2,580,160	561,911,269	128,058	22,804,522	956,520	278,971	....	....	1,235,491	4,495
Total	116,699,572	27,724,397,202	43,754,194	3,074,664,369	55,034,882	41,048,124	7,652,411	97,418	103,832,835	4,159,614

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919.

TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919.

Name of Railway. — Nom du chemin de fer.	Products of Agriculture.—Produits Agricoles.							
	Grain—Grain.				Flour—Farine.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des E.-U.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des E.-U.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	1,919	3,530		5,449	31	5,657		5,688
Algoma Eastern	100	224		324	6	516		522
Alberta Great Waterways	3,785			3,785	430	830		1,260
Atlantic, Quebec and Western	160	520		680	280	2,960		3,240
Brandon, Sask. and Hudson Bay	10,060		42	10,102	242			242
British Yukon			1,043	1,043			503	503
Canada and Gulf Terminal	63	1,326		1,389	1	619		620
Canada Southern	70,680	8,732	563,266	642,678	31,594	27,069	159,952	218,615
Canadian National Railways—								
Intercolonial	20,752	210,373		231,125	35,546	226,141		261,687
Prince Edward Island	14,896	507		15,403	2,618	7,568		10,186
International of New Brunswick	555	1,838		2,393	71	942		1,013
St. John and Quebec	622	264		886	189	433		622
Transcontinental	35,505	589,404		624,909	10,395	114,601		124.996
Elgin and Havelock	138	134		272	215	41		256
Moncton and Buctouche	200	3		203	308			308
Salisbury and Albert	303	302		605	431	75		506
St. Martins	10			10	7	27		34
York and Carleton	80	16		96	310	7		317
Canadian Northern	2,113,624	9,071	11,726	2,134,421	171,451	27,669	1,086	200,206
Canadian Pacific	2,652,470	314,834	254,050	3,221,354	964,002	115,066	38,581	1,117,649
Cape Breton	12	114		126	17	956		973
Central Canada	903			903	6	483		489
Central Vermont	1,131	5,678	315	7,124	904	3,906		4,810
Crow's Nest Southern	91	30		121				
Cumberland	48	407		455	105	4,963		5,068
Dominion Atlantic	9,839	302		10,141	9,381	1,182		10,563
Eastern British Columbia		25		25		61		61
Edmonton, Dunvegan and British Columbia	19,748	864		20,612	854	1,936		2,790
Essex Terminal	300	1,000		1,300		400		400

Esquimalt and Nanimo	102	9,948		10,050	106	7,422		7,528
Fredericton and Grand Lake Coal and Rly. Co								
Grand Trunk	2,330,688	93,913	396,430	2,821,031	489,064	33,520	91,777	614,361
Grand Trunk Pacific	559,393	18,148		577,541	22,129	1,680	32	23,841
Grand Trunk Pacific Branch Lines	382,079	996		383,075	11,935	126	32	12,093
Hereford	317	888	411	1,616	276	627		903
Kent Northern								
Kettle Valley	585	582		1,167		311		311
Lotbiniere and Megantic	159	451		610	14	346		360
Maine Central			718	718			204	204
Manitoba Great Northern	29,782	175	199	30,156	122		30	152
Maritime Coal, Rly. and Power Co	101	473		574	35	354		389
Massawippi Valley	219	4,743	527	5,489	75	1,167	389	1,631
Midland of Manitoba		1,573	1,177	2,750	32	33	251	316
Montreal and Atlantic	1,154	147,886	149	149,189	459	126,128	22	126,609
Morrissey, Fernie and Michel		158		158				
Napierville Junction	121	858	355	1,334		205		205
Nelson and Fort Sheppard	161	119	84	364	20	64		84
New Brunswick Coal and Rly. Co.*								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	279	783	835	1,897	105	426	629	1,160
Pacific Great Eastern								
Père Marquette		12,444	467	12,911	849	1,026	111	1,986
Quebec Central		20,672		20,672		20,280		20,280
Quebec, Montreal and Southern	504	4,757	70	5,331	129	7,800		7,929
Quebec Oriental	430	580		1,010		4,280		4,280
Quebec Rly., Light and Power Co	4,115	890		5,005	637	452		1,089
Red Mountain			20	20				
Roberval-Saguenay	207	806		1,013		230		230
Rutland and Noyan			690	690				
St. Lawrence and Adirondack	1,171	1,524	1,060	3,755	949	1,398	3,284	5,631
Sydney and Louisburg	1,050	749		1,799	1,025	2,869		3,894
Temiscouata	1,121	1,325		2,446	1,195	904		2,099
Temiskaming and Northern Ontario	701	13,361		14,062	159	11,976		12,135
Thousand Islands								
Toronto, Hamilton and Buffalo	3,178	35,255	6,646	45,079	1,037	84,907	4,147	90,091
Vancouver, Victoria and Eastern	7,863	6,103	2,831	16,797	291	99	547	937
Victoria and Sidney, B.C.	258	150		408	11			11
Victoria Terminal Rly. and Ferry Co	289	15		304	12			12
Wabash (in Canada)	1,222	217	227,069	228,508	336		136,704	137,040
Total	8,285,243	1,530,040	1,470,180	11,285,463	1,760,396	852,738	438,281	3,051,415

*Not distributed. Non réparti.

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Agriculture—*Continued.*—Produits Agricoles—*suite.*							
	Other Mill Products—Autres produits de meunerie.				Hay—Foin.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des E.-U.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des E.-U.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	....	260	....	260	2,106	167	....	2,273
Algoma Eastern	5	323	....	328	781	83	....	864
Alberta Great Waterways	160	344	....	504	2,199	....	....	2,199
Atlantic, Quebec and Western	180	1,260	....	1,440	42	175	....	217
Brandon, Sask. and Hudson Bay	461	....	232	693	42	11	....	53
British Yukon	....	....	110	110	....	....	668	668
Canada and Gulf Terminal	....	....	....	....	3	1,008	....	1,011
Canada Southern	15,067	6,550	188,332	209,949	18,663	6,857	9,219	34,739
Canadian National—								
Intercolonial	26,115	70,185	....	96,300	77,232	22,557	....	99,880
Prince Edward Island	594	2,448	....	3,042	4,540	39	....	4,579
International of New Brunswick	7	87	....	94	2,007	1,765	....	3,772
St. John and Quebec	291	72	....	363	16,720	21	....	16,741
Transcontinental	32,117	3,180	....	35,297	19,196	7,166	....	26,362
Elgin and Havelock	248	130	....	378	....	....	....	....
Moncton and Buctouche	228	....	....	228	51	....	....	51
Salisbury and Albert	312	75	....	387	840	....	....	840
St. Martins	23	....	....	23	1	12	....	13
York and Carleton	47	16	....	63	1,022	....	....	1,022
Canadian Northern	95,002	15,492	8,285	118,779	158,066	6,002	2,485	166,553
Canadian Pacific	442,451	47,329	42,710	532,490	401,664	121,900	6,523	530,087
Cape Breton	....	....	....	....	10	470	....	480
Central Canada	10	120	....	130	....	....	....	....
Central Vermont	1,156	5,767	73	6,996	30,761	4,657	12	35,340
Crow's Nest Southern	104	....	....	104	208	137	12	357
Cumberland	67	780	....	847	126	544	....	670
Dominion Atlantic	6,930	2,379	....	9,309	3,219	....	....	3,219
Eastern British Columbia	....	....	....	....	....	59	....	59

Edmonton, Dunvegan and British Columbia	391	341		732	15,461			15,461
Essex Terminal	2,900	1,500		4,400	100	300		400
Esquimalt and Nanaimo	1,629	7,949		9,578	1,102	2,899		4,001
Fredericton and Grand Lake Coal and Rly. Co.								
Grand Trunk	94,102	15,916	109,805	219,823	199,197	30,282	7,672	237,151
Grand Trunk Pacific	3,822	12		3,834	40,020	14,200		54,220
Grand Trunk Pacific Branch Lines	1,096	33		1,129	38,654	490		39,144
Hereford	150	517		667	94	63	18	175
Kent Northern								
Kettle Valley	61	1,834		1,898	662	2,411		3,073
Lotbiniere and Megantic	7	103		110	857	207		1,064
Maine Central			479	479			153	153
Manitoba Great Northern		50	65	115				
Maritime Coal, Rly. and Power Co.	97	540		637	24	420		444
Massawippi Valley	822	1,490	471	2,783	148	856	228	1,232
Midland of Manitoba	170	491	1,132	1,793			14	14
Montreal and Atlantic	710	123,984	5,240	129,934	48,694	16,818		65,512
Morrissey, Fernie and Michel						445		445
Napierville Junction		1,363	124	1,487	11,326	21,968	51	33,345
Nelson and Fort Sheppard	308	78		386		229	40	269
New Brunswick Coal and Rly. Co*								
New Westminster Southern	35			35	206			206
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	229	4,290	2,446	6,965	6,125	1,631	672	8,428
Pacific Great Eastern								
Père Marquette	1,002	598	55	1,655		2,853	126	2,979
Quebec Central								
Quebec, Montreal and Southern	331	2,604		2,935	60,733	12,898		73,631
Quebec Oriental		200		200	1,200	250		1,450
Quebec Rly., Light and Power Co.	39	79		118	944	739		1,683
Red Mountain					10		92	102
Roberval-Saguenay					264	1,090		1,354
Rutland and Noyan		61		61	646	37,585		38,231
St. Lawrence and Adirondack	1,278	2,179	876	4,333	41,391	43,313	26	84,730
Sydney and Louisburg	1,289	396		1,685	1,008	3,750		4,758
Temiscouata	189	81		270	349	506		855
Temiskaming and Northern Ontario	53	6,836		6,889	10,498	3,960	39	14,497
Thousand Islands								
Toronto, Hamilton and Buffalo	5,077	9,589	6,267	20,933	5,704	3,637	187	9,528
Vancouver, Victoria and Eastern	1,406	75	604	2,085	8,716	381	4,813	13,910
Victoria and Sidney, B.C.		106		106	2	578		580
Victoria Terminal Rly. and Ferry Co.		105		105	2	558		560
Wabash (in Canada)	394	31	87,722	88;147	817	59	3,684	4,560
Total	739,165	340,228	455,028	1,534,421	1,234,454	379,006	36,734	1,650,194

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*Not distributed. Non réparti.

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Agriculture—*Continued.*—Produits Agricoles—*suite.*							
	Tobacco—Tabac.				Cotton—Coton.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage. issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay								
Algoma Eastern								
Alberta Great Waterways	34			34				
Atlantic, Quebec and Western								
Brandon, Sask. and Hudson Bay								
British Yukon			31	31				
Canada and Gulf Terminal	1	1		2				
Canada Southern	1,958	80	6,885	8,923			16,449	16,449
Canadian National Railways—								
Intercolonial	1,258	3,454		4,712	1,074	1,094		2,168
Prince Edward Island	105	189		294	21	11		32
International of New Brunswick	200	164		364				
St. John and Quebec								
Transcontinental	1,011	438		1,449	1,250	90		1,340
Elgin and Havelock								
Moncton and Buctouche	18			18				
Salisbury and Albert								
St. Martin's								
York and Carleton								
Canadian Northern	60			60	229			229
Canadian Pacific	7,593	7,028	5,315	19,936	12	8,401	23,500	31,913
Cape Breton								
Central Canada		20		20				
Central Vermont								
Crow's Nest Southern								
Cumberland		4		4				
Dominion Atlantic	120	24		144	1,005			1,005
Eastern British Columbia								
Edmonton, Dunvegan and British Columbia	59			59				
Essex Terminal								

Esquimalt and Nanaimo								
Fredericton and Grand Lake Coal and Rly. Co								
Grand Trunk	2,603	355	9,935	12,893	2,342	1,149	41,033	44,524
Grand Trunk Pacific	99	25		124	39	10		49
Grand Trunk Pacific Branch Lines	54	22		76	12			12
Hereford	5	7	3	15				
Kent Northern								
Kettle Valley								
Lotbiniere and Megantic	1	1		2				
Maine Central								
Manitoba Great Northern								
Maritime Coal, Rly. and Power Co		6		6				
Massawippi Valley					18		1,592	1,610
Midland of Manitoba								
Montreal and Atlantic		448	183	631		7,585	5,603	13,188
Morrissey, Fernie and Michel								
Napierville Junction			163	163		75	167	242
Nelson and Fort Sheppard								
New Brunswick Coal and Rly. Co*								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York		1	14	15	41	156	418	615
Pacific Great Eastern								
Père Marquette			661	661			331	331
Quèbec Central								
Quebec, Montreal and Southern					12	197		209
Quebec Oriental								
Quebec Rly., Light and Power Co	31	1		32	548	3,294		3,842
Red Mountain								
Roberval-Saguenay								
Rutland and Noyan								
St. Lawrence and Adirondack	577	257	260	1,094	60	205	1,676	1,941
Sydney and Louisburg	6	19		25				
Temiscouata	9	8		17				
Temiskaming and Northern Ontario		193		193				
Thousand Islands								
Toronto, Hamilton and Buffalo	58		1,034	1,092			3,161	3,161
Vancouver, Victoria and Eastern		871	31	902		40	769	809
Victoria and Sidney, B.C								
Victoria Terminal Rly. and Ferry Co								
Wabash (in Canada)			2,517	2,517		15	46,973	46,988
Total	15,860	13,616	27,032	56,508	6,663	22,322	141,672	170,657

*Not distributed. Non réparti.

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.
TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Agriculture—*Continued*.—Produits agricoles—*suite*.							
	Fruits and Vegetables.—Fruits et légumes.				Other Products of Agriculture.—Autres produits agricoes.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage. issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	135	199	....	334	14	32	....	46
Algoma Eastern	....	....	....	....	78	14	....	92
Alberta Great Waterways	440	....	....	440	141	....	....	141
Atlantic, Quebec and Western	3,160	85	....	3,245	551	92	....	643
Brandon, Sask. and Hudson Bay	122	15	675	812	176	....	....	176
British Yukon	....	....	495	495	....	....	....	....
Canada and Gulf Terminal	5,952	149	....	6,101	....	....	....	....
Canada Southern	61,220	12,057	210,280	283,557	5,680	8,142	93,049	106,871
Canadian National Railways—								
Intercolonial	88,975	21,298	....	110,273	15,514	51,162	....	66,676
Prince Edward Island	23,895	146	....	24,041	2,423	328	....	2,751
International of New Brunswick	376	335	....	711	16	10	....	26
St. John and Quebec	9,119	215	....	9,334	428	....	....	428
Transcontinental	26,149	11,067	....	37,216	7,648	3,172	....	10,820
Elgin and Havelock	741	....	....	741	22	....	....	22
Moncton and Buctouche	1,299	....	....	1,299	36	1	....	37
Salisbury and Albert	96	....	....	96	31	....	....	31
St. Martin's	52	....	....	52	3	....	....	3
York and Carleton	65	....	....	65	18	3	....	21
Canadian Northern	105,067	13,787	5,724	124,578	2,483	....	687	3,170
Canadian Pacific	319,261	82,968	97,050	499,279	103,050	55,392	9,214	167,656
Cape Breton	....	....	....	....	....	....	....	....
Central Canada	6	260	....	266	....	28	....	28
Central Vermont	....	....	....	....	3,693	3,127	1,106	7,926
Crow's Nest Southern	....	....	337	337	....	....	....	....
Cumberland	71	354	....	425	....	199	....	199
Dominion Atlantic	63,963	275	....	64,238	429	461	....	890
Eastern British Columbia	....	23	....	23	....	....	....	....
Edmonton, Dunvegan and British Columbia	1,610	278	....	1,888	115	1	....	116
Essex Terminal	400	300	....	700	300	600	....	900

Esquimalt and Nanaimo	927	749		1,676	200	358		558
Fredericton and Grand Lake Coal and Rly. Co					2,239			2,239
Grand Trunk	138,393	21,146	176,303	335,842	44,548	5,203	55,305	105,056
Grand Trunk Pacific	3,105	3,486	16	6,607	8,034	1,097		9,131
Grand Trunk Pacific Branch Lines	2,540	4,300	176	7,016	4,108	507		4,615
Hereford	10	5	18	33	215	3		218
Kent Northern								
Kettle Valley	4,025	1,355	20	5,400				
Lotbiniere and Megantic	6	38		44	67	71		138
Maine Central			671	671				
Manitoba Great Northern	55		406	461	753		63	816
Maritime Coal Rly. and Power Co	43	99		142				
Massawippi Valley	342	897	286	1,525	980	300	30	1,310
Midland of Manitoba	566	133	15,022	15,721	143	93	283	519
Montreal and Atlantic	461	12,603	47	13,111	119	10,338	1,509	11,966
Morrissey, Fernie and Michel								
Napierville Junction	120	377	1,543	2,040				
Nelson and Fort Sheppard	35		167	202				
New Brunswick Coal and Rly. Co.*					1,943			1,943
New Westminster Southern	196			196				
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	103	860	1,102	2,065	1	192	355	548
Pacific Great Eastern								
Pere Marquette	2,103	18,923	5,458	26,484	1,052	952	3,955	5,959
Quebec Central					5,886	884		6,770
Quebec, Montreal and Southern	851	442		1,293				
Quebec Oriental	9,320	3,650		12,970	1,679	432		2,111
Quebec Rly., Light and Power Co	294	100		394	295	95		390
Red Mountain			55	55				
Roberval-Saguenay	111			111				
Rutland and Noyan		76		76			175	175
St. Lawrence and Adirondack	716	2,198	1,633	4,547	610	1,215	3,236	5,061
Sydney and Louisburg	863	960		1,823	498	701		1,199
Temiscouata	1,045	42		1,087				
Temiskaming and Northern Ontario	2,314	6,774	119	9,207		279		279
Thousand Islands								
Toronto, Hamilton and Buffalo	6,680	12,748	10,324	29,752	395	4,479	8,869	13,743
Vancouver, Victoria and Eastern	21,763	458	15,326	37,547	1,332	9,580	373	11,285
Victoria and Sydney, B.C	45	805		850				
Victoria Terminal Rly. and Ferry Co	43	785		828		32		32
Wabash (in Canada)	7,598	173	71,057	78,828	2,989	208	58,728	61,925
	916,847	237,993	614,310	1,769,150	220,935	159,783	236,937	617,655

*Not distributed. Non réparti.

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement des merchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Animals—*Continued.*—Produits des animaux—*suite.*							
	Live Stock.—Bétail.				Dressed meats.—Viandes préparées.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	672	33	....	705	....	15	....	15
Algoma Eastern	900	21	....	921	....	....	....	....
Alberta Great Waterways	2,229	540	....	2,769	62	....	....	62
Atlantic, Quebec and Western	70	50	....	120	52	455	....	507
Brandon, Sask. and Hudson Bay	80	....	114	194	....	....	....	....
British Yukon	....	....	100	100	....	....	69	69
Canada and Gulf Terminal	745	229	....	974	29	4	....	33
Canada Southern	31,592	4,534	150,071	186,197	15,123	807	461,175	477,105
Canadian National Railways—								
Intercolonial	25,810	5,890	....	31,700	5,617	8,456	....	14,073
Prince Edward Island	11,298	271	....	11,569	2,017	35	....	2,052
International of New Brunswick	1,312	146	....	1,458	67	107	....	174
St. John and Quebec	130	10	....	140	8	....	....	8
Transcontinental	7,468	1,353	....	8,821	5,038	727	....	5,765
Elgin and Havelock	16	....	....	16	16	....	....	16
Moncton and Buctouche	133	....	....	133	69	....	....	69
Salisbury and Albert	293	....	....	293	1	....	....	1
St. Martin's	2	....	....	2	7	....	....	7
York and Carleton	104	1	....	105	19	....	....	19
Canadian Northern	237,674	11,653	329	249,656	10,974	2,980	202	14,156
Canadian Pacific	522,459	59,671	10,273	592,403	77,600	6,730	35,847	120,177
Cape Breton	2	19	....	21	....	....	....	....
Central Canada	470	1,019	....	1,489	1	2	....	3
Central Vermont	5,457	244	....	5,701	....	....	....	....
Crow's Nest Southern	33	....	....	33	....	....	....	....
Cumberland	8	63	....	71	21	281	....	302
Dominion Atlantic	2,718	200	....	2,918	819	25	....	844
Eastern British Columbia	11	....	....	11	....	....	....	....
Edmonton, Dunvegan and British Columbia	6,697	2,841	....	9,538	39	....	....	39
Essex Terminal	400	400	....	800	....	200	....	200

Esquimalt and Nanaimo	355	117		472	31	1,225		1,256
Fredericton and Grand Lake Coal and Rly. Co.								
Grand Trunk	366,195	36,341	44,393	446,929	85,978	13,728	284,499	384,205
Grand Trunk Pacific	66,704	5,956	10	72,670	1,267	27		1,294
Grand Trunk Pacific Branch Lines	31,865	402	10	32,277	489	11		500
Hereford	262	16	10	288	5	6	1	12
Kent Northern								
Kettle Valley	3,819	244		4,063	1	30		31
Lotbiniere and Megantic	30	17		47		13		13
Maine Central			3	3				
Manitoba Great Northern	59	10	11	80				
Maritime Coal Rly. and Power Co.	37	3		40		12		12
Massawippi Valley	996	442	1,358	2,796		40	51	91
Midland of Manitoba	454	603	410	1,467	310	257		567
Montreal and Atlantic	5,488	5,234	621	11,343		3,690	23	3,713
Morrissey, Fernie and Michel		12		12				
Napierville Junction	845	408	264	1,517		333		333
Nelson and Fort Sheppard	30		35	65				
New Brunswick Coal and Rly. Co.*								
New Westminster Southern		10		10				
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	2,485	6	16	2,507				
Pacific Great Eastern								
Pere Marquette	65	3,396	181	3,642				
Quebec Central	9,401			9,401				
Quebec, Montreal and Southern	2,179	36		2,215		14		14
Quebec Oriental	3,199	471		3,670	360	640		1,000
Quebec Rly., Light and Power Co.	205	137		342	116	40		156
Red Mountain			11	11				
Roberval-Saguenay		10		10	22			22
Rutland and Noyan		7		7				
St. Lawrence and Adirondack	497	232	330	1,059	107	62	421	590
Sydney and Louisburg	52	324		376	3,120	123		3,243
Temiscouata	3,209	93		3,302	46	43		89
Temiskaming and Northern Ontario	1,270	4,321		5,591	75	3,378		3,453
Thousand Islands								
Toronto, Hamilton and Buffalo	5,805	6,302	943	13,050	160	271	1,078	1,509
Vancouver, Victoria and Eastern	501	63	2,717	3,281	38	15	659	712
Victoria and Sydney, B.C.					2	3		5
Victoria Terminal Rly. and Ferry Co.					2	3		5
Wabash (in Canada)	1,686	982	18,107	20,775			35,400	35,400
Total	1,366,476	155,383	230,317	1,752,176	209,708	44,788	819,425	1,073,921

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*Not distributed. Non réparti.

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Animals—*Continued.*—Produits des animaux—*suite.*							
	Other Packing House Products. Autres viandes de conserve et salaisons.				Poultry, Game and Fish. Volaille, gibier et poisson.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay						32		32
Algoma Eastern								
Alberta Great Waterways	114			114	777			777
Atlantic, Quebec and Western	12	52		64	9,345			9,345
Brandon, Sask. and Hudson Bay								
British Yukon			166	166			18	18
Canada and Gulf Terminal	183	2		185	167	2		169
Canada Southern	49,167	2,727	401,405	453,299	2,273	1,504	63,691	67,468
Canadian National Railways—								
Intercolonial	1,496	11,664		13,160	54,432	37,397		91,829
Prince Edward Island	1,369	796		2,165	3,934	175		4,109
International of New Brunswick	3	32		35	29	6		35
St. John and Quebec	52	3		55	25			25
Transcontinental	908	1,006		1,914	22,734	2,260		24,994
Elgin and Havelock								
Moncton and Buctouche	33			33	578			578
Salisbury and Albert	1			1				
St. Martin's					1			1
York and Carleton	17			17	5	1		6
Canadian Northern	6,348	3,494	632	10,474	27,444	2,926	236	30,606
Canadian Pacific	108,708	23,371	138,760	270,839	56,911	24,538	3,647	85,096
Cape Breton					100			100
Central Canada	1	65		66		9		9
Central Vermont	12	93		105	9	59		68
Crow's Nest Southern								
Cumberland	3	47		50	3	18		21
Dominion Atlantic	619	20		639	4,328	16		4,344
Eastern British Columbia								
Edmonton, Dunvegan and British Columbia	212			212	1,021			1,021
Essex Terminal						100		100

Esquimalt and Nanaimo	242	1,513		1,755	2,913	60		2,973
Fredericton and Grand Lake Coal and Rly. Co								
Grand Trunk	18,165	367	63,776	82,308	1,977	36,351	45,395	83,723
Grand Trunk Pacific	4,254	1,021		5,275	23,306	1,890		25,196
Grand Trunk Pacific Branch Lines	885	606		1,491	535	110		645
Hereford	52	3		55	1	3		4
Kent Northern								
Kettle Valley								
Lotbinière and Megantic		53		53				
Maine Central								
Manitoba Great Northern						15		15
Maritime Coal Rly. and Power Co	8	46		54		8		8
Massawippi Valley		46	92	138		5,280	399	5,679
Midland of Manitoba	23	166	18	207	1,234	5,373	89	6,696
Montreal and Atlantic		6,500		6,500		5,532	3,612	9,144
Morrissey, Fernie and Michel								
Napierville Junction	90	356	268	714		27		27
Nelson and Fort Sheppard								
New Brunswick Coal and Rly. Co								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York		1		1	14	1	922	937
Pacific Great Eastern								
Père Marquette	73	252	668	993	138		186	324
Quebec Central								
Quebec, Montreal and Southern	316	285		601	50	16		66
Quebec Oriental	118	95		213	200	9,346		9,546
Quebec Rly., Light and Power Co	392	47		439	14	1		15
Red Mountain								
Roberval-Saguenay								
Rutland and Noyan						41		41
St. Lawrence and Adirondack	82	1,334	4,226	5,642	434	12,642	337	13,413
Sydney and Louisburg	455	545		1,000	310	47		357
Temiscouata	209	10		219	39	32		71
Temiskaming and Northern Ontario		386	17	403		14,130		14,130
Thousand Islands								
Toronto, Hamilton and Buffalo	5,641	1,300	10,943	17,884	76	1,030	1,012	2,118
Vancouver, Victoria and Eastern	1,402	312	22	1,736	3,844	234	25	4,103
Victoria and Sidney, B.C.		2		2		2		2
Victoria Terminal Rly. and Ferry Co		2		2		3		3
Wabash (in Canada)	41		65,630	65,671	862		49,266	50,128
Total	201,706	58,620	686,623	946,949	220,063	161,217	168,835	550,115

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Animals—*Continued.*—Produits des animaux—*suite.* Wool—Laine.				Hides and Leather—Peaux et cuir.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay								
Algoma Eastern	10			10				
Alberta Great Waterways	1			1	2			2
Atlantic, Quebec and Western	4	1		5	15	4		19
Brandon, Sask. and Hudson Bay								
British Yukon								
Canada and Gulf Terminal	17			17	25	1		26
Canada Southern	430	109	11,594	12,133	3,047	2,239	29,153	34,439
Canadian National Railways								
Intercolonial	1,465	687		2,152	5,395	1,061		6,456
Prince Edward Island	112			112	527	30		557
International of New Brunswick	5			5	48			48
St. John and Quebec	2			2	1			1
Transcontinental	504	2		506	4,984	382		5,366
Elgin and Havelock								
Moncton and Buctouche	3			3	10			10
Salisbury and Albert					9			9
St. Martin's					1			1
York and Carleton	18			18	11			11
Canadian Northern	6		12	18	4,627	2,546		7,173
Canadian Pacific	13,157	11,792	2,791	27,740	28,647	16,138	26,621	71,406
Cape Breton	9			9	23			23
Central Canada					16			16
Central Vermont					942	541	157	1,640
Crow's Nest Southern								
Cumberland	4	6		10	10			10
Dominion Atlantic	637	31		668	1,101	32		1,133
Eastern British Columbia								
Edmonton, Dunvegan and British Columbia	2			2	37	10		47
Essex Terminal								

Esquimalt and Nanaimo	305			305				
Fredericton and Grand Lake Coal and Rly. Co.								
Grand Trunk	862	803	6,500	8,165	27,292	6,356	34,192	67,840
Grand Trunk Pacific	53	3		56	2,384	36		2,420
Grand Trunk Pacific Branch Lines	55			55	834	16		850
Hereford	9			9	6	2		8
Kent Northern								
Kettle Valley					11	3		14
Lotbiniere and Megantic					20	2		22
Maine Central			20	20				
Manitoba Great Northern								
Maritime Coal Rly. and Power Co					4			4
Massawippi Valley	6	63	95	164		432	49	481
Midland of Manitoba					144	592		736
Montreal and Atlantic	40	5,618	784	6,442	933	31,326	3,121	35,380
Morrissey, Fernie and Michel								
Napierville Junction						236		236
Nelson and Fort Sheppard								
New Brunswick Coal and Rly. Co								
New Westminster Southern					13			13
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York			67	67	14	12	286	312
Pacific Great Eastern								
Père Marquette	60		279	339	105		16,116	16,221
Quebec Central								
Quebec, Montreal and Southern					13	18		31
Quebec Oriental	6	1		7	51	25		76
Quebec Rly., Light and Power Co					22	4		26
Red Mountain								
Roberval-Saguenay								
Rutland and Noyan		17		17				
St. Lawrence and Adirondack	72		19	91	659	367	149	1,175
Sydney and Louisburg					107	25		132
Temiscouata	7			7	60	7		67
Temiskaming and Northern Ontario						2,569		2,569
Thousand Islands								
Toronto, Hamilton and Buffalo	232	460	301	993	208	1,733	804	2,745
Vancouver, Victoria and Eastern	990	2,290	141	3,421	1,337	2,816		4,153
Victoria and Sidney, B.C.								
Victoria Terminal Rly. and Ferry Co								
Wabash (in Canada)	11	10	9,967	9,988	27		17,124	17,151
Total	19,094	21,893	32,570	73,557	83,722	69,561	127,772	281,055

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Animals—*Concluded.* Produits des animaux—*fin.*				Products of Mines.—Produits des mines.			
	Other Animal Products. Autres produits des animaux.				Anthracite Coal.—Houille anthracite.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay								
Algoma Eastern					1,098	2,649		3,747
Alberta Great Waterways	47			47				
Atlantic, Quebec and Western	95	110		205		150		150
Brandon, Sask. and Hudson Bay			20	20				
British Yukon								
Canada and Gulf Terminal								
Canada Southern	11,172	6,584	131,247	149,003			1,161,743	1,161,743
Canadian National Railways—								
Intercolonial	17,560	14,012		31,572	3,107	18,964		22,071
Prince Edward Island	1,163	134		1,297	351	787		1,138
International of New Brunswick		14		14				
St. John and Quebec	5			5				
Transcontinental	3,121	463		3,584	59,231	21,148		80,379
Elgin and Havelock	461			461				
Moncton and Buctouche	109			109				
Salisbury and Albert	96			96				
St. Martin's								
York and Carleton	21			21				
Canadian Northern	219		111	330	333,038	29,757	13,565	376,360
Canadian Pacific	135,281	19,317	40,640	195,238	54,418	949,303	38,290	1,042,011
Cape Breton								
Central Canada		56		56				
Central Vermont	645	2,107	258	3,010	483	3,135	9,647	13,265
Crow's Nest Southern			33	33				
Cumberland								
Dominion Atlantic	9,058	115		9,173	11,022			11,022

Eastern British Columbia								
Edmonton, Dunvegan and British Columbia	139			139				
Essex Terminal	200	100		300		2,800		2,800
Esquimalt and Nanaimo	335	347		682		107		107
Fredericton and Grand Lake Coal and Rly. Co.								
Grand Trunk	56,487	3,036	70,027	129,550	36,095	187,590	2,745,109	2,968,794
Grand Trunk Pacific	174			174				
Grand Trunk Pacific Branch Lines	82			82				
Hereford	168			168	16			16
Kent Northern								
Kettle Valley								
Lotbinière and Megantic	20	5		25		9		9
Maine Central								
Manitoba Great Northern						85	87	172
Maritime Coal, Rly. and Power Co.								
Massawippi Valley	170	129	241	540			5,752	5,752
Midland of Manitoba	651	36	37	724			408	408
Montreal and Atlantic	1,861	12,337	577	14,775		5,029	1,130	6,159
Morrissey, Fernie and Michel								
Napierville Junction						46	358,448	358,494
Nelson and Fort Sheppard			69	69				
New Brunswick Coal and Rly. Co.								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	2,508	24	76	2,608	49		54,470	54,519
Pacific Great Eastern								
Père Marquette	610	229	817	1,656			364,160	364,160
Quebec Central						9,232		9,232
Quebec, Montreal and Southern					242	7,763	20,086	28,091
Quebec Oriental	403	275		678		480		480
Quebec Rly., Light and Power Co.	21	2		23	2,366	552		2,918
Red Mountain			17	17				
Roberval-Saguenay					69			69
Rutland and Noyan			158	158			2,120	2,120
St. Lawrence and Adirondack	980	1,178	1,267	3,425			331,078	331,078
Sydney and Louisburg	26	3		29	125			125
Temiscouata								
Temiskaming and Northern Ontario	11	973		984	101	1,390	13,156	14,647
Thousand Islands								
Toronto, Hamilton and Buffalo	2,892	7,721	2,446	13,059			278,064	278,064
Vancouver, Victoria and Eastern	3,937	254	254	4,445				
Victoria and Sidney, B.C.								
Victoria Terminal Rly. and Ferry Co.								
Wabash (in Canada)	5,333	283	22,243	27,859		583	220,752	221,335
Total	256,061	69,844	270,538	596,443	501,811	1,241,559	5,618,065	7,361,435

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement des marchandises pour l'année expirée le 30 juin, 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Mines—*Continued.*—Produits des mines—*suite.*							
	Bituminous Coal.—Houille bitumineuse.				Coke.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	92,238	2,795	....	95,033	....	....	....	....
Algoma Eastern	94,305	436	....	94,741	40	90,258	....	90,298
Alberta Great Waterways	1,036	170	....	1,206	....	....	....	....
Atlantic, Quebec and Western	....	66,517	....	66,517	....	....	....	....
Brandon, Sask. and Hudson Bay	294	293	288	875	....	....	....	....
British Yukon	....	....	87	87	....	....	....	....
Canada and Gulf Terminal	383	422	....	805	....	....	....	....
Canada Southern	....	....	828,982	828,982	39,313	....	155,015	194,328
Canadian National Railways—								
Intercolonial	2,288,229	309,790	....	2,598 019	14,839	6,863	....	21,702
Prince Edward Island	7,061	13,965	....	21,025	....	5	....	5
International of New Brunswick	1,505	326	....	1,831	....	....	....	....
St. John and Quebec	79	4,354	....	4,433	1	....	....	1
Transcontinental	575,173	147,004	....	722,177	2,845	226	....	3,071
Elgin and Havelock	40	....	....	40	....	....	....	....
Moneton and Buctouche	462	....	....	462	....	....	....	....
Salisbury and Albert	2,630	600	....	3,230	....	....	....	....
St. Martin's	67	....	....	67	....	....	....	....
York and Carleton	1	3	....	4	....	....	....	....
Canadian Northern	1,384,011	541,488	78,687	2,004,186	12,280	52,628	1,344	66,252
Canadian Pacific	1,200,683	1,894,302	137,584	3,234,569	170,733	89,707	11,842	272,282
Cape Breton	....	130	....	130	....	....	....	....
Central Canada	....	596	....	596	....	....	....	....
Central Vermont	669	11,890	11,972	24,531	....	197	123	320
Crow's Nest Southern	6,260	4,873	....	11,133	55,967	....	....	55,967
Cumberland	290,983	....	....	290,983	....	....	....	....
Dominion Atlantic	46,894	....	....	46,894	1,679	....	....	1,679
Eastern British Columbia	79,623	....	....	79,623	....	....	....	....
Edmonton, Dunvegan and British Columbia	18,446	5,985	....	24,431	....	....	....	....
Essex Terminal	....	69,000	....	69,000	....	1,000	....	1,000

Esquimalt and Nanaimo	112,816	619		113,435	312	260		572
Fredericton and Grand Lake Coal and Rly. Co.	181,503			181,503				
Grand Trunk	209,846	437,616	2,528,158	3,175,620	66,278	16,032	265,665	347,975
Grand Trunk Pacific	402,747	55,268		458,015	31			31
Grand Trunk Pacific Branch Lines	189,352	59,608		248,960				
Hereford	321	2,160		2,481				
Kent Northern								
Kettle Valley	100,219	1,432		101,651		621		621
Lotbinière and Megantic		1		1				
Maine Central			60,160	60,160				
Manitoba Great Northern	146	320	2,233	2,699			27	27
Maritime Coal Rly. and Power Co.	237,412	34		237,446				
Massawippi Valley		452	4,579	5,031	212		1,027	1,239
Midland of Manitoba			5,176	5,176			97	97
Montreal and Atlantic		22,602	1,479	24,081		6,802	62	1 7,423
Morrissey, Fernie and Michel	325,925			325,925				
Napierville Junction		53	137,308	137,361			936	936
Nelson and Fort Sheppard			1,784	1,784			71	71
New Brunswick Coal and Rly. Co.	11,860			11,860				
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	4		102,648	102,652			329	329
Pacific Great Eastern								
Père Marquette			2,184,962	2,184,962	201	240	222	663
Quebec Central		21,539		21,539				
Quebec, Montreal and Southern	2,334	107,487	133,651	243,472		1,843	290	2,133
Quebec Oriental		74,852		74,852				
Quebec Rly., Light and Power Co.	13,227	8,088		21,315	50			50
Red Mountain			213	213				
Roberval-Saguenay	66	33,023		33,089				
Rutland and Noyan			90,004	90,004				
St. Lawrence and Adirondack		213	1,325,068	1,325,281	43		8,571	8,614
Sydney and Louisburg	3,071,299			3,071,299	350			350
Temiscouata	45	164		209		53		53
Temiskaming and Northern Ontario	816	18,205	126,101	145,122		311	540	851
Thousand Islands								
Toronto, Hamilton and Buffalo			768,683	768,683			221,806	221,806
Vancouver, Victoria and Eastern	12,415	294	4,083	16,792			46,034	46,034
Victoria and Sidney, B.C.	4	200		204				
Victoria Terminal Rly. and Ferry Co.	5	192		197				
Wabash (in Canada)		7,681	14,108	21,789			7,917	7,917
Total	10,965,434	3,927,042	8,547,998	23,440,474	365,174	267,046	722,477	1,354,697

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Mines—*Continued.*—Produits des mines—*suite.*							
	Ores.—Minerais.				Stone, Sand and other like material. Pierre, sable et matériaux similaires.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	251,870	712		252,582	21,588	13		21,601
Algoma Eastern	1,370,246			1,370,246	67,034	35,337		102,371
Alberta Great Waterways					1			1
Atlantic, Quebec and Western					4,800			4,800
Brandon, Sask. and Hudson Bay					35			35
British Yukon	1,964			1,964				
Canada and Gulf Terminal						34		34
Canada Southern		13,645	80,205	93,850	114,530	11,379	120,016	245,925
Canadian National Railways—								
Intercolonial	2,576	31,102		33,678	213,594	23,909		237,503
Prince Edward Island					8,276	344		8,620
International of New Brunswick					270			270
St. John and Quebec					158	509		667
Transcontinental	102,170	2		102,172	38,548	2,578		41,126
Elgin and Havelock					1			1
Moncton and Buctouche					1,072			1,072
Salisbury and Albert					598	55		653
St. Martin's					114			114
York and Carleton								
Canadian Northern	371,720	32,111	450	404,281	257,474	8,551	1,422	267,447
Canadian Pacific	779,515	49,684	32,860	842,059	526,082	142,041	22,401	690,524
Cape Breton								
Central Canada								
Central Vermont		98	34	132				
Crow's Nest Southern					30	64		94
Cumberland					32	15		47
Dominion Atlantic	1,603			1,603	4,793			4,793
Eastern British Columbia					60	53		113

Edmonton, Dunvegan and British Columbia					98			98
Essex Terminal					62,000	23,000		85,000
Esquimalt and Nanaimo	440			440	3,071	228		3,299
Fredericton and Grand Lake Coal and Rly. Co								
Grand Trunk	381,910	40,399	25,169	447,478	896,423	44,398	212,305	1,153,126
Grand Trunk Pacific	654			654	14,708	630		15,338
Grand Trunk Pacific Branch Lines	5			5	15,736	388		16,124
Hereford					2,005			2,005
Kent Northern								
Kettle Valley	1,553	4,265	980	6,798				
Lotbinière and Megantic					212	13		225
Maine Central							211	211
Manitoba Great Northern	320	130		450	247		132	379
Maritime Coal, Rly. and Power Co						97		97
Massawippi Valley	31,845		12,556	44,401	7,599	416	9,995	18,010
Midland of Manitoba	30			30			845	845
Montreal and Atlantic		12,136		12,136	26,737	33,506	25,128	85,371
Morrissey, Fernie and Michel								
Napierville Junction		12,724	3,011	15,735				
Nelson and Fort Sheppard	7,455			7,455			97	97
New Brunswick Coal and Rly. Co								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	142	788	503	1,433	532	194	982	1,708
Pacific Great Eastern								
Père Marquette		14	319	333	50,353	20,022	28,941	99,316
Quebec Central	69,722			69,722	1,320			1,320
Quebec, Montreal and Southern	110	3,185	13,866	17,161	2,429	6,880	2,300	11,609
Quebec Oriental								
Quebec Rly., Light and Power Co	972	649		1,621	38,387	2,962		41,349
Red Mountain	99		8,410	8,509				
Roberval-Saguenay		535		535	4,050	33		4,083
Rutland and Noyan							8,345	8,345
St. Lawrence and Adirondack	569	546		1,115	98	1,577	2,817	4,492
Sydney and Louisburg					36,415			36,415
Temiscouata					9,344	1,681		11,025
Temiskaming and Northern Ontario	22,001	474		22,475	14,793	2,162	1,997	18,952
Thousand Islands								
Toronto, Hamilton and Buffalo		15,213	9,007	24,220	55,347	9,053	34,310	98,710
Vancouver, Victoria and Eastern	223,269	3,610	34,822	261,701	1,958	303	1,949	4,210
Victoria and Sidney, B.C						40		40
Victoria Terminal Rly. and Ferry Co						62		62
Wabash (in Canada)	44		37,946	37,990	79	47	52,883	53,009
Total	3,602,804	222,022	260,138	4,084,964	2,503,031	372,574	527,076	3,402,681

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919 - Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Mines—*Con.*—Produits des mines—*fin.*				Products of Forests.—Produits des forêts.			
	Other Products of Mines. Autres produits des mines.				Lumber.—Bois de construction.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	3,740	51	......	3,791	6,237	2,343	......	8,580
Algoma Eastern	......	33,840	......	33,840	2,454	5,595	......	8,049
Alberta and Great Waterways	124	......	......	124	54,633	......	......	54,633
Atlantic, Quebec and Western	......	4,345	......	4,345	37,127	300	......	37,427
Brandon, Saskatchewan and Hudson Bay	......	......	......	......	95	......	468	563
British Yukon	......	......	......	......	......	......	94	94
Canada and Gulf Terminal	......	......	......	......	14,809	361	......	15,170
Canada Southern	122,401	12,445	214,621	349,467	21,096	39,417	355,254	415,767
Canadian National Railway—								
Intercolonial	42,355	22,095	......	64,450	917,662	161,360	......	1,079,022
Prince Edward Island	1,952	1,600	......	3,552	5,318	3,789	......	9,107
International of New Brunswick	139	124	......	263	49,237	115	......	49,352
St. John and Quebec	473	2,095	......	2,568	7,312	145	......	7,457
Transcontinental	16,731	7,147	......	23,878	300,271	35,453	......	335,724
Elgin and Havelock	79	......	......	79	9,825	......	......	9,825
Moncton and Buctouche	32	......	......	32	8,050	......	......	8,050
Salisbury and Albert	19	......	......	19	26,879	......	......	26,879
St. Martin's	......	......	......	......	9,977	......	......	9,977
York and Carleton	21	4	......	25	4,544	26	......	4,570
Canadian Northern	178,677	......	16,462	195,139	1,430,970	243,962	40,868	1,715,800
Canadian Pacific	135,514	134,748	32,854	303,116	1,535,384	466,055	255,826	2,257,265
Cape Breton	......	29	......	29	10,416	84	......	10,500
Central Canada	......	66	......	66	......	587	......	587
Central Vermont	36,047	3,186	2,602	41,835	7,342	34,658	621	42,621
Crow's Nest Southern	......	......	......	......	61,354	......	765	62,119
Cumberland	......	......	......	......	17,420	2,106	......	19,526
Dominion Atlantic	5,528	305	......	5,833	67,122	22	......	67,144
Eastern British Columbia	......	......	......	......	1,602	30	......	1,632

Edmonton, Dunvegan and British Columbia	505	140		645	30,329	831		31,160
Essex Terminal	24,000	19,000		43,000	300	4,000		4,300
Esquimalt and Nanaimo	147	2,452		2,599	402,507	1,894		404,401
Fredericton and Grand Lake Coal and Rly. Co.					28,740			28,740
Grand Trunk	99,577	4,076	121,503	225,156	602,805	383,400	334,726	1,320,931
Grand Trunk Pacific	1,341	2,331		3,672	133,642	30,001	70	163,713
Grand Trunk Pacific Branch Lines	1,214	918		2,132	31,463	25,749	186	57,398
Hereford		22		22	10,726		3	10,729
Kent Northern								
Kettle Valley					20,088	4,714	787	25,589
Lotbinière and Megantic					3,595	18		3,613
Maine Central			3,434	3,434			5,769	5,679
Manitoba Great Northern					410		1,377	1,787
Maritime Coal, Rly. and Power Co.					3,118	1,274		4,392
Massawippi Valley	4,738	228	3,575	8,541	3,570	111,118	1,131	115,819
Midland of Manitoba	631		942	1,573	38	5,847	10,655	16,540
Montreal and Atlantic	170	8,812	906	9,888	14,348	116,061	1,396	131,805
Morrissey, Fernie and Michel						10,252		10,252
Napierville Junction					169	7,645	519	8,333
Nelson and Fort Sheppard					21,701		309	22,010
New Brunswick Coal and Rly. Co.								
New Westminster Southern					6,618	94		6,712
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	226	2,752	7,264	10,242	2,971	13,568	16,684	33,223
Pacific Great Eastern								
Père Marquette	3,160	467	11,932	15,559		14,021	5,180	19,201
Quebec Central	125,318			125,318	51,135			51,135
Quebec, Montreal and Southern					7,018	33,392	75	40,485
Quebec Oriental		4,345		4,345	21,303	14,739		36,042
Quebec Rly. Light and Power Co.					2,974	5,865		8,839
Red Mountain		154		154	208		1,582	1,790
Roberval-Saguenay					3,773	770		4,543
Rutland and Noyan		47	109	156		23,548		23,548
St. Lawrence and Adirondack	1,016	4,225	1,497	6,738	5,092	135,827	4,363	145,282
Sydney and Louisburg					32,420	13,426		45,846
Temiscouata					177,068	1,763		178,831
Temiskaming and Northern Ont.		1,343	3,880	5,223	114,880	76,494	104	191,478
Thousand Islands								
Toronto, Hamilton and Buffalo	4,059	5,305	28,367	37,731	4,052	40,510	19,786	64,348
Vancouver, Victoria and Eastern	6,817	1,977	5,573	14,367	259,319	20,483	13,168	292,970
Victoria and Sidney, B.C.					5,580	306		5,886
Victoria Terminal Rly. and Ferry Co.					5,360	294		5,654
Wabash (in Canada)	44	32	212,548	212,624	1,637	2,642	171,085	175,364
	816,795	280,706	668,069	1,765,570	6,616,093	2,096,954	1,242,851	9,955,898

TABLE 11. Summary of Freight Traffic Movement for the year ending June 30, 1919 Continued.

TABLEAU 11. Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Products of Forests—*Concluded.* Produits des forêts—*fin.*				Manufactures.			
	Other Products of Forests. Autres produits des forêts.				Petroleum and Other Oils. Pétrole et autres huiles.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	117,744	4,371	....	122,115	2,079	15	....	2,094
Algoma Eastern	18,708	68,180	....	86,888	18	258	....	276
Alberta and Great Waterways	6,313	....	....	6,313	440	....	....	440
Atlantic, Quebec and Western	27,396	....	....	27,396	190	530	....	720
Brandon, Sask. and Hudson Bay	21	....	....	21	15	16	2,843	2,874
British Yukon	980	....	....	980	....	....	309	309
Canada and Gulf Terminal	8,095	2	....	8,907	5	374	....	379
Canada Southern	13,597	34,421	52,492	100,510	25,600	12,296	166,015	203,911
Canadian National Railways—								
Intercolonial	949,777	67,890	....	1,017,667	63,015	35,045	....	98,060
Prince Edward Island	6,925	3,842	....	10,767	2,889	1,298	....	4,187
International of New Brunswick	115,407	269	....	115,676	238	74	....	312
St. John and Quebec	34,565	1,212	....	35,777	64	531	....	595
Transcontinental	811,046	28,533	....	839,579	25,948	13,900	....	39,848
Elgin and Havelock	297	....	....	297	34	....	....	34
Moncton and Buctouche	4,510	....	....	4,510	232	....	....	232
Salisbury and Albert	762	....	....	762	370	....	....	370
St. Martin's	2,829	....	....	2,829	15	....	....	15
York and Carleton	3,333	....	....	3,333	12	5	....	17
Canadian Northern	1,888,160	66,607	33,696	1,988,463	134,610	6,748	8,487	149,845
Canadian Pacific	1,571,763	513,713	25,966	2,111,442	222,616	154,168	299,579	676,363
Cape Breton	....	....	....	....	....	....	....	....
Central Canada	....	52	....	52	5	400	....	405
Central Vermont	2,111	5,094	178	7,383	40	1,840	54	1,934
Crow's Nest Southern	165	....	....	165	....	....	204	204
Cumberland	174	72	....	246	36	205	....	241
Dominion Atlantic	10,737	180	....	10,917	5,159	120	....	5,279

Eastern British Columbia	390	1,453		1,843				
Edmonton, Dunvegan and British Columbia	16,709	26		16,735	850	843		1,693
Essex Terminal	100	20,000		20,100	100	5,000		5,100
Esquimalt and Nanaimo	35,005	2,060		37,065	3,998	2,888		6,886
Fredericton and Grand Lake Coal and Rly. Co.								
Grand Trunk	810,460	1,063,013	210,350	2,083,823	256,116	63,672	149,938	469,726
Grand Trunk Pacific	4,316	1,830		6,146	23,315	5,729	1,618	30,662
Grand Trunk Pacific Branch Lines	4,418	363		4,781	12,849	2,347	108,474	123,670
Hereford	91,527			91,527	49	11	70	130
Kent Northern								
Kettle Valley	48,103	2,841	2,558	53,502	4	3,333		3,337
Lotbinière and Megantic	49,381	217		49,598	21	245		266
Maine Central			115,560	115,560			219	219
Manitoba Great Northern	1,123	30	20	1,173		27	40	67
Maritime Coal, Rly. and Power Co.						233		233
Massawippi Valley	5,374	140,106	19,113	164,593		5,325	222	5,547
Midland of Manitoba	18	1,030	100	1,148	32		33,651	33,683
Montreal and Atlantic	20,333	62,937	3,263	86,533	154	7,587	1,248	8,989
Morrissey, Fernie and Michel						51		51
Napierville Junction		243,512	68	243,580		415	881	1,296
Nelson and Fort Sheppard	310			310	53		142	195
New Brunswick Coal and Rly. Co.	18,650			18,650				
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	8,288	39,892	47,316	95,496	57	630	76	763
Pacific Great Eastern								
Père Marquette	3,215	634	13,366	17,215	199	3,636	6,759	10,594
Quebec Central	549,798			549,798		7,522		7,522
Quebec, Montreal and Southern	2,514	269,186		271,700	21	3,078		3,099
Quebec Oriental	9,990	24,133		34,123		940		940
Quebec Rly., Light and Power Co.	62,289	7,271		69,560	306	171		477
Red Mountain	718	75	555	1,348			83	83
Roberval-Saguenay	115,618	1,171		116,789		69		69
Rutland and Noyan	156	84,137		84,293		36	476	512
St. Lawrence and Adirondack	866	53,836	1,251	55,953	3,675	384	19,699	23,758
Sydney and Louisburg	36,565	25,670		62,235	1,155	1,980		3,135
Temiscouata					197	295		492
Temiskaming and Northern Ontario	274,535	93,098		367,633	30	6,019	392	6,441
Thousand Islands								
Toronto, Hamilton and Buffalo	1,395	21,059	7,756	30,210	500	6,897	32,110	39,507
Vancouver, Victoria and Eastern	7,355	2,412	365	10,132	1,682	8,075	1,380	11,137
Victoria and Sidney, B.C.	630	150		780	14			14
Victoria Terminal Rly. and Ferry Co.	608	144		752	16			16
Wabash (in Canada)	1,290	33	30,315	31,638	2,181	148	44,317	46,646
Total	7,777,462	2,956,757	564,288	11,298,507	791,204	365,409	879,286	2,035,899

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Manufactures—*Continued.*							
	Sugar.—Sucre.				Naval Stores.—Approvis. des navires.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	11	75		86	121	1		122
Algoma Eastern	8			8	22,309			22,309
Alberta and Great Waterways	275			275	35			35
Atlantic, Quebec and Western	50	75		125				
Brandon, Sask. and Hudson Bay			21	21				
British Yukon			271	271				
Canada and Gulf Terminal	5	402		407				
Canada Southern	1,282	2,167	86,476	89,925	597	619	4,419	5,635
Canadian National Railways—								
Intercolonial	86,296	8,993		95,289	340	10,136		10,476
Prince Edward Island	1,107	3,517		4,624		18		18
International of New Brunswick	209	46		255		10		10
St. John and Quebec	49	99		148				
Transcontinental	16,792	20,352		37,144	545	7,098		7,643
Elgin and Havelock		30		30				
Moncton and Buctouche	63			63				
Salisbury and Albert	31			31				
St. Martin's	2			2				
York and Carleton	7	3		10				
Canadian Northern	53,921	4,311	255	58,487	87			87
Canadian Pacific	130,502	32,771	2,061	165,334	415	635	1,045	2,095
Cape Breton								
Central Canada	4	160		164		24		24
Central Vermont	484	586	81	1,151				
Crow's Nest Southern			15	15				
Cumberland	47	161		208				
Dominion Atlantic	1,265	1,039		2,304	317	28		345
Eastern British Columbia								
Edmonton, Dunvegan and British Columbia	688	201		889	31			31

Essex Terminal	....	100	....	100	....	....	....	....
Esquimalt and Nanaimo	....	3,836	....	3,836	97	1,154	....	1,251
Fredericton and Grand Lake Coal and Rly. Co	....	....	....	....	....	....	....	....
Grand Trunk	42,204	35,304	130,508	208,016	1,016	100	1,293	2,409
Grand Trunk Pacific	1,177	366	....	1,543	....	....	....	....
Grand Trunk Pacific Branch Lines	293	311	....	604	....	....	....	....
Hereford	39	52	20	111	....	3	....	3
Kent Northern	....	....	....	....	....	....	....	....
Kettle Valley	3	596	....	599	....	....	....	....
Lotbinière and Megantic	....	16	....	16	....	....	....	....
Maine Central	....	....	....	....	....	....	52	52
Manitoba Great Northern	....	....	....	....	....	....	....	....
Maritime Coal, Rly. and Power Co	....	97	....	97	....	....	....	....
Massawippi Valley	....	200	712	912	15	112	50	177
Midland of Manitoba	....	....	27	27	....	....	484	484
Montreal and Atlantic	175	6,744	1,216	8,135	....	540	....	540
Morrissey, Fernie and Michel	....	....	....	....	....	....	....	....
Napierville Junction	....	39	44	83	....	....	....	....
Nelson and Fort Sheppard	....	....	45	45	....	....	....	....
New Brunswick Coal and Rly. Co	....	....	....	....	....	....	....	....
New Westminster Southern	....	....	....	....	....	....	....	....
Northern New Brunswick and Seaboard	....	....	....	....	....	....	....	....
North Shore	....	....	....	....	....	....	....	....
Ottawa and New York	36	41	205	282	18	....	50	68
Pacific Great Eastern	....	....	....	....	....	....	....	....
Père Marquette	33,517	867	32,363	36,747	....	111	225	336
Quebec Central	....	5,470	....	5,470	....	....	....	....
Quebec, Montreal and Southern	....	411	....	411	....	....	....	....
Quebec Oriental	....	135	....	135	....	....	....	....
Quebec Rly., Light and Power Co	307	22	....	329	....	....	....	....
Red Mountain	....	....	....	....	....	....	....	....
Roberval-Saguenay	....	....	....	....	....	....	....	....
Rutland and Noyan	....	....	....	....	....	....	....	....
St. Lawrence and Adirondack	67	111	135,746	135,924	5	25	1,124	1,154
Sydney and Louisburg	697	630	....	1,327	....	....	....	....
Temiscouata	149	122	....	271	....	....	....	....
Temiskaming and Northern Ontario	12	1,261	92	1,365	....	....	....	....
Thousand Islands	....	....	....	....	....	....	....	....
Toronto, Hamilton and Buffalo	279	4,163	3,064	7,506	162	522	1,980	2,664
Vancouver, Victoria and Eastern	451	322	73	846	328	....	170	498
Victoria and Sidney, B.C	3	....	....	3	....	14	....	14
Victoria Terminal Rly. and Ferry Co	3	....	....	3	....	16	....	16
Wabash (in Canada)	945	114	26,916	27,975	2,249	....	5,384	7,633
Total	343,455	136,318	420,211	899,984	28,687	21,166	16,276	66,129

TABLE 11. —Summary of Freight Traffic Movement for the year ending June 30, 1919 —Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Manufactures—*Continued.*							
	Iron, Pig and Bloom.—Fer en gueuse et en saumon.				Iron and Steel Rails.—Rails en fer et en acier.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage. issu du du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	17,467			17,467	98,466	53		98,519
Algoma Eastern					663	148		811
Alberta and Great Waterways					1,242			1,242
Atlantic, Quebec and Western	472	25		497	65			65
Brandon, Sask. and Hudson Bay					18			18
British Yukon							732	732
Canada and Gulf Terminal					26	701		727
Canada Southern	40,783	7,969	120,337	169,089	10,853	423	7,585	18,861
Canadian National Railways—								
Intercolonial	214,046	31,861		245,907	204,610	7,958		212,568
Prince Edward Island	645	87		732	218	1,829		2,047
International of New Brunswick	26	1		27		241		241
St. John and Quebec	63	15		78	127	1,547		1,674
Transcontinental	60,493	24,203		84,696	59,775	13,360		73,135
Elgin and Havelock								
Moncton and Buctouche	27			27				
Salisbury and Albert	25			25	10			10
St. Martin's								
York and Carleton	8	1		9	86			86
Canadian Northern	55,670	13,412	1,717	70,799	42,735	29,099	17,603	89,437
Canadian Pacific	124,726	112,585	21,772	259,083	104,817	79,678	80,125	264,620
Cape Breton								
Central Canada						1,473		1,473
Central Vermont	761	717	2,276	3,754				
Crow's Nest Southern					95			95
Cumberland		50		50		104		104
Dominion Atlantic	407	322		729	231	42		273
Eastern British Columbia					16			16

Edmonton, Dunvegan and British Columbia					1,473			1,473
Essex Terminal		40,200		40,200		800		800
Esquimalt and Nanaimo	925	55		980	932	3,052		3,984
Fredericton and Grand Lake Coal and Rly. Co								
Grand Trunk	308,825	31,302	63,958	404,085	297,342	66,250	258,002	621,594
Grand Trunk Pacific	1,976	1,128	45	3,149	928	4,090		5,018
Grand Trunk Pacific Branch Lines	730	225		955	489	98		587
Hereford	2	8		10		3		3
Kent Northern								
Kettle Valley	222	909		1,131	1,658	1,412		3,070
Lotbinière and Megantic	28			28				
Maine Central			49	49				
Manitoba Great Northern								
Maritime Coal, Rly. and Power Co		22		22	680	301		981
Massawippi Valley		314	562	876	22	21	87	130
Midland of Manitoba			53	53			1,368	1,368
Montreal and Atlantic	596	9,277		9,873	159	4,177		4,336
Morrissey, Fernie and Michel						228		228
Napierville Junction	76	793	2,964	3,833			53	53
Nelson and Fort Sheppard	93			93				
New Brunswick Coal and Rly. Co								
New Westminster Southern					125			125
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	16	315	1,291	1,622		2,039	2,382	4,421
Pacific Great Eastern								
Père Marquette		3,536	19,306	22,842		123	205	328
Quebec Central		4,786		4,786		2,051		2,051
Quebec, Montreal and Southern	1,407	2,366	87	3,860	62	119		181
Quebec Oriental	462	922		1,384		411		411
Quebec Rly., Light and Power Co	1,538	304		1,842	16	2,122		2,138
Red Mountain	66			66				
Roberval-Saguenay					44			44
Rutland and Noyan		19		19				
St. Lawrence and Adirondack	8	766	1,486	2,260	6	210	121	337
Sydney and Louisburg	1,860	96		1,956	1,640	481		2,121
Temiscouata	31	59		90	44	14		58
Temiskaming and Northern Ont		240		240	123	287	93	503
Thousand Islands								
Toronto, Hamilton and Buffalo	3,901	8,996	76,476	89,373	10	4,746	4,537	9,293
Vancouver, Victoria and Eastern	1,071	398	585	2,054	6,905		2,024	8,929
Victoria and Sidney, B.C								
Victoria Terminal Rly. and Ferry Co								
Wabash (in Canada)			9,766	9,766			33,257	33,257
	839,452	298,284	322,730	1,460,466	836,695	230,707	408,174	1,475,576

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Manufactures—*Continued.*							
	Other Castings and Machinery. Autres fontes et machineries.				Bar and Sheet Metal. Métal en barre et en tôles.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	737	142	....	879	125,802	328	....	126,130
Algoma Eastern	434	1,788	....	2,222	50	878	....	928
Alberta and Great Waterways	271	60	....	331	68	....	....	68
Atlantic, Quebec and Western	26	900	....	926	....	....	....	....
Brandon, Sask. and Hudson Bay	50	....	390	440	....	....	....	....
British Yukon	....	....	1,228	1,228	....	....	56	56
Canada and Gulf Terminal	71	363	....	434	66	5	....	71
Canada Southern	92,861	27,965	137,612	258,438	99,014	22,289	243,798	365,101
Canadian National Railways—								
Intercolonial	69,549	71,735	....	141,284	64,725	13,297	....	78,022
Prince Edward Island	802	939	....	1,741	97	99	....	196
International of New Brunswick	292	72	....	364	5	2	....	7
St. John and Quebec	276	88	....	364	....	115	....	115
Transcontinental	28,514	25,677	....	54,191	25,554	11,655	....	37,209
Elgin and Havelock	32	....	....	32	1	....	....	1
Moncton and Buctouche	132	32	....	164	6	....	....	6
Salisbury and Albert	95	3	....	98	13	....	....	13
St. Martin's	49	....	....	49	....	....	....	....
York and Carleton	27	10	....	37	....	....	....	....
Canadian Northern	131,427	30,508	2,184	164,119	17,889	2,971	22,470	43,330
Canadian Pacific	165,759	116,218	50,228	332,205	82,465	156,616	109,803	348,884
Cape Breton	192	200	....	392	....	....	....	....
Central Canada	72	191	....	263	....	21	....	21
Central Vermont	....	....	....	....	....	....	....	....
Crow's Nest Southern	84	....	33	117	....	....	....	....
Cumberland	55	402	....	457	....	35	....	35
Dominion Atlantic	1,150	907	....	2,057	105	102	....	207
Eastern British Columbia	27	267	....	294	....	....	....	....

Edmonton, Dunvegan and British Columbia	743	483	...	1,226	76	9	...	85
Essex Terminal	...	1,900	...	1,900	...	...	...	...
Esquimalt and Nanaimo	1,019	2,229	...	3,248	105	3,839	...	3,944
Fredericton and Grand Lake Coal and Rly. Co	...	...	...	...	...	...	...	...
Grand Trunk	194,131	19,602	93,037	306,770	110,147	13,695	33,339	157,181
Grand Trunk Pacific	7,026	3,629	204	10,859	1,380	487	...	1,867
Grand Trunk Pacific Branch Lines	5,617	1,587	243	7,447	22	12	...	34
Hereford	1	11	16	28	...	3	...	3
Kent Northern	...	...	...	...	...	...	...	...
Kettle Valley	733	1,874	655	3,262	92	8,746	...	8,838
Lotbinière and Megantic	123	48	...	171	...	4	...	4
Maine Central	...	...	479	479	...	...	...	...
Manitoba Great Northern	...	...	595	595	...	...	...	...
Maritime Coal, Rly. and Power Co	35	91	...	126	...	32	...	32
Massawippi Valley	341	150	1,213	1,704	436	254	170	860
Midland of Manitoba	362	62	4,275	4,699	44	...	4,177	4,221
Montreal and Atlantic	1,255	4,813	11,125	17,193	294	2,572	13,165	16,031
Morrissey, Fernie and Michel	...	...	...	...	...	...	...	...
Napierville Junction	...	6,918	2,004	8,922	...	2,689	14,699	17,388
Nelson and Fort Sheppard	88	...	84	172	...	...	20	20
New Brunswick Coal and Rly. Co	...	...	...	...	...	...	...	...
New Westminster Southern	...	...	...	...	...	...	...	...
Northern New Brunswick and Seaboard	...	...	...	...	...	...	...	...
North Shore	...	...	...	...	...	...	...	...
Ottawa and New York	42	654	2,642	3,338	40	141	6,143	6,324
Pacific Great Eastern	...	...	...	...	...	...	...	...
Père Marquette	...	18,647	32,666	51,313	515	2,291	13,085	15,891
Quebec Central	...	4,103	...	4,103	...	6,838	...	6,838
Quebec, Montreal and Southern	3,583	4,544	...	8,127	963	2,862	822	4,647
Quebec Oriental	28	1,526	...	1,554	...	...	...	...
Quebec Rly., Light and Power Co	1,283	1,564	...	2,847	...	...	...	...
Red Mountain	15	...	24	39	...	...	...	...
Roberval-Saguenay	27	113	...	140	...	...	...	...
Rutland and Noyan	...	39	1,742	1,781	...	...	...	...
St. Lawrence and Adirondack	603	898	3,548	5,049	1,038	182	16,398	17,618
Sydney and Louisburg	5,050	3,942	...	8,992	...	...	...	...
Temiscouata	220	212	...	432	...	...	...	...
Temiskaming and Northern Ontario	1,792	9,092	669	11,553	22	1,132	222	1,376
Thousand Islands	...	...	...	...	...	...	...	...
Toronto, Hamilton and Buffalo	38,439	26,298	72,255	136,992	25,562	12,830	125,591	163,983
Vancouver, Victoria and Eastern	3,912	62	5,304	9,278	8,944	3,358	43,347	55,649
Victoria and Sidney, B.C	...	66	...	66	...	20	...	20
Victoria Terminal Rly. and Ferry Co	...	64	...	64	...	18	...	18
Wabash (in Canada)	871	2,974	56,676	60,521	622	455	60,420	61,497
Total	760,323	396,662	481,131	1,638,116	566,162	270,892	707,725	1,544,779

TABLE 11.—Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Manufactures—*Continued.*							
	Cement, Brick and Lime.—Ciment, brique et chaux.				Agricultural Implements.—Instruments aratoires.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	1,078	2,541	....	3,619	....	....	....	....
Algoma Eastern	1,693	10,348	....	12,041	....	....	....	....
Alberta and Great Waterways	114	....	....	114	109	....	....	109
Atlantic, Quebec and Western	120	1,800	....	1,920	25	45	....	70
Brandon, Sask. and Hudson Bay	10	....	....	10	....	10	477	487
British Yukon	....	....	1	1	....	....	....	....
Canada and Gulf Terminal	334	418	....	752	33	83	....	116
Canada Southern	15,040	21,038	74,487	110,565	3,966	13,495	17,465	34,926
Canadian National Railways—								
Intercolonial	91,283	76,675	....	167,958	5,131	5,641	....	10,772
Prince Edward Island	1,487	3,339	....	4,826	229	434	....	663
International of New Brunswick	82	77	....	159	50	19	....	69
St. John and Quebec	500	575	....	1,075	290	42	....	332
Transcontinental	64,310	21,056	....	85,366	9,590	12,105	....	21,695
Elgin and Havelock	119	....	....	119	....	....	....	....
Moncton and Buctouche	3	....	....	3	22	....	....	22
Salisbury and Albert	26,733	20	....	26,753	5	....	....	5
St. Martin's	1	....	....	1	2	....	....	2
York and Carleton	24	....	....	24	2	....	....	2
Canadian Northern	203,349	12,660	6,241	222,250	48,107	1,829	5,961	55,897
Canadian Pacific	455,526	86,560	15,067	557,153	87,595	31,114	28,464	147,173
Cape Breton	....	32	....	32	....	....	....	....
Central Canada	....	38	....	38	....	165	....	165
Central Vermont	266	3,413	303	3,982	15	193	....	208
Crow's Nest Southern	....	....	256	256	....	....	....	....
Cumberland	75	249	....	324	5	6	....	11
Dominion Atlantic	8,503	110	....	8,613	1,433	291	....	1,724
Eastern British Columbia	15	....	....	15	....	....	....	....

Edmonton, Dunvegan and British Columbia	323	55		378	523	244		767
Essex Terminal	400	26,000		26,400				
Esquimalt and Nanaimo	1,277	1,391		2,668		55		55
Fredericton and Grand Lake Coal and Rly. Co								
Grand Trunk	314,451	32,243	73,586	420,280	64,558	4,511	6,484	75,553
Grand Trunk Pacific	16,624	432		17,056	6,092	6,772		12,864
Grand Trunk Pacific Branch Lines	11,402	421	44	11,867	5,560	4,947	62	10,569
Hereford	6,161	72	35	6,268	3	51		54
Kent Northern								
Kettle Valley	226	2,026		2,252	1	35		36
Lotbinière and Mégantic	5	129		134		14		14
Maine Central			1,814	1,814				
Manitoba Great Northern			25	25	42	20	1,070	1,132
Maritime Coal Rly. and Power Co		55		55		6		6
Massawippi Valley	295	1,199	645	2,139	28	2	10	40
Midland of Manitoba	149		610	759	10	86	9,019	9,115
Montreal and Atlantic	421	7,384	63	7,868	365	1,192	60	1,617
Morrissey, Fernie and Michel		78		78				
Napierville Junction	40	298	1,525	1,863		12	12	24
Nelson and Fort Sheppard			65	65				
New Brunswick Coal and Rly. Co								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	296	1,005	148	1,449	6	76	11	93
Pacific Great Eastern								
Père Marquette	4,642	11,328	6,211	22,181	370	17	1,268	1,655
Quebec Central	13,429			13,429		9,574		9,574
Quebec, Montreal and Southern	711	3,992	186	4,889		17		17
Quebec Oriental		780		780	40	160		200
Quebec Rly., Light and Power Co	29,841	1,429		31,270	31	2		33
Red Mountain			162	162				
Roberval-Saguenay	42	1,081		1,123	114	632		746
Rutland and Noyan		70	95	165				
St. Lawrence and Adirondack	404	1,442	3,364	5,210	1	5	267	273
Sydney and Louisburg	4,570	1,866		6,436	6	10		16
Temiscouata	171	1,794		1,965	60	59		119
Temiskaming and Northern Ontario	1,571	6,828	287	8,686	94	7,199		7,293
Thousand Islands								
Toronto, Hamilton and Buffalo	6,872	16,800	28,209	51,881	31,844	3,227	821	35,892
Vancouver, Victoria and Eastern	1,947		3,493	5,440	11		122	133
Victoria and Sidney, B.C	12	60		72				
Victoria Terminal Rly. and Ferry Co	11	58		69				
Wabash (in Canada)	10	85	18,310	18,405	317		26,575	26,892
Total	1,286,968	361,350	235,232	1,883,550	266,685	104,397	98,148	469,230

TABLE 11. Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11. Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Manufactures—*Continued.*							
	Wagons, Carriages, Tools, etc. Wagons, voitures, outils, etc.				Wines, Liquors and Beers. Vins, liqueurs et bières.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	35	4		39	127	56		183
Algoma Eastern					22			22
Alberta and Great Waterways	52			52	63			63
Atlantic, Quebec and Western	15	28		43	8			8
Brandon, Sask. and Hudson Bay			5	5				
British Yukon			5	5			100	100
Canada and Gulf Terminal	17	29		46		75		75
Canada Southern	191,556	1,125	95,867	288,548	1,891	798	18,971	21,660
Canadian National Railways—								
Intercolonial	5,040	4,138		9,178	7,073	2,632		9,705
Prince Edward Island	410	276		686	87	198		285
International of New Brunswick	45	12		57	7	1		8
St. John and Quebec	11	132		143	9			9
Transcontinental	10,457	1,722		12,179	2,222	464		2,686
Elgin and Havelock	3			3	1			1
Moncton and Buctouche	3			3	6			6
Salisbury and Albert	6			6				
St. Martin's	1			1				
York and Carleton	1	1		2	1	2		3
Canadian Northern	19,877	869	1,497	22,243	8,114	1,530	27	9,671
Canadian Pacific	33,138	15,195	7,922	56,255	45,533	15,334	4,968	65,835
Cape Breton								
Central Canada	7	69		76		67		67
Central Vermont					12	576	15	603
Crow's Nest Southern			7	7				
Cumberland		22		22				
Dominion Atlantic	33	33		66	226	226		452
Eastern British Columbia								

Edmonton, Dunvegan and British Columbia	358	85		443	182	79		261
Essex Terminal	4,500	400		4,900				
Esquimalt and Nanaimo	423	107		530	287	626		913
Fredericton and Grand Lake Coal and Rly. Co.								
Grand Trunk	28,607	5,658	51,963	86,228	33,881	372	7,829	42,082
Grand Trunk Pacific	5,008	3,916	6	8,930	2,938	548		3,486
Grand Trunk Pacific Branch Lines	1,923	2,403	65	4,391	1,278	66		1,344
Hereford	12	6		18	20	18		38
Kent Northern								
Kettle Valley	264	164	32	460				
Lotbinière and Mégantic		3		3	13	107		120
Maine Central								
Manitoba Great Northern			19	19				
Maritime Coal, Rly. and Power Co.	1	4		5				
Massawippi Valley	112	39	6	157		118		118
Midland of Manitoba	7		816	823			16	16
Montreal and Atlantic		3,893	614	4,507		3,514		3,514
Morrissey, Fernie and Michel								
Napierville Junction		5		5				
Nelson and Fort Sheppard					21			21
New Brunswick Coal and Rly. Co.								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	5	39	3	47	105	26		131
Pacific Great Eastern								
Père Marquette	1,091	303	12,179	13,573		87	238	325
Quebec Central		2,736		2,736	5,129	2,052		7,181
Quebec, Montreal and Southern	7	16		23	24	752	21	797
Quebec Oriental	10	85		95				
Quebec Rly., Light and Power Co.	46			46	417	43		460
Red Mountain			6	6				
Roberval-Saguenay						15		15
Rutland and Noyan			253	253				
St. Lawrence and Adirondack	943	24	219	1,186	274	266	219	759
Sydney and Louisburg	9	97		106	190	425		615
Temiscouata	42	65		107	199	185		384
Témiskaming and Northern Ontario	100	6,283		6,383	62	2,044	12	2,118
Thousand Islands								
Toronto, Hamilton and Buffalo	1,926	1,018	1,135	4,079	136	1,427	58	1,321
Vancouver, Victoria and Eastern	57		740	797	94		341	435
Victoria and Sidney, B.C.						6		6
Victoria Terminal Rly. and Ferry Co.						6		6
Wabash (in Canada)	1,908	196	34,569	36,673	1,698	96	13,089	14,883
Total	308,066	51,200	207,928	567,194	112,350	34,837	45,904	193,091

TABLE 11. Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Manufactures—*Continued.*							
	Household Goods and Furniture. Meubles et articles de ménage.				Other Manufactures. Autres produits manufacturés.			
	Originating on this road Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.
Algoma and Hudson Bay	9	54		63	9,079	446		9,525
Algoma Eastern	390	20		410	25,929	174		26,103
Alberta and Great Waterways	197			197	768			768
Atlantic, Quebec and Western	114	450		564	365	5,235		5,600
Brandon, Sask. and Hudson Bay	20		12	32	124		232	356
British Yukon			37	37			591	591
Canada and Gulf Terminal	112	96		208				
Canada Southern	7,228	886	36,004	44,118	310,844	69,890	732,685	1,113,419
Canadian National Railways—								
Intercolonial	10,226	3,897		14,123	448,815	241,052		689,867
Prince Edward Island	481	403		884	20,246	16,466		36,712
International of New Brunswick	183	116		299	6,439	801		7,240
St. John and Quebec	65	19		84	4,932	742		5,674
Transcontinental	14,306	14,381		28,687	123,395	65,890		189,285
Elgin and Havelock	13	1		14	337	10		347
Moncton and Buctouche	112			112	3,075	31		3,106
Salisbury and Albert	348			348	616	72		688
St. Martin's	13			13	305			305
York and Carleton	36	10		46	545	18		563
Canadian Northern	71,869	7,312	1,504	80,685	45,355	72,930	62,751	181,036
Canadian Pacific	77,995	13,134	3,815	94,944	1,660,334	702,588	272,077	2,634,999
Cape Breton	2			2		257		257
Central Canada	18	130		148	10	381		391
Central Vermont	673	502	73	1,248	6,328	11,144	1,572	19,044
Crow's Nest Southern	20			20	57		109	166
Cumberland	44	162		206	339	701		1,040
Dominion Atlantic	1,665	598		2,263	5,398	2,103		7,501
Eastern British Columbia	20			20				

Edmonton, Dunvegan and British Columbia	494	143		637	2,952	237		3,189
Essex Terminal	300	300		600	45,000	25,000		70,000
Esquimalt and Nanaimo	538	312		850	12,917	7,900		20,817
Fredericton and Grand Lake Coal and Rly. Co								
Grand Trunk	48,041	1,746	21,840	71,627	907,622	215,717	501,258	1,624,597
Grand Trunk Pacific	19,586	5,406	3	24,995	7,139	1,134	71	8,344
Grand Trunk Pacific Branch Lines	8,617	3,053	3	11,673	3,745	790	184	4,719
Hereford	127	91	12	230	871	226	84	1,181
Kent Northern								
Kettle Valley	306	563	20	889	194	906	14	1,114
Lotbinière and Mégantic	51	36		87	21	121		142
Maine Central							80,961	80,961
Manitoba Great Northern	64	10	117	191		24	597	621
Maritime Coal Rly. and Power Co	71	75		146				
Massawippi Valley	95	242	48	385	15,472	15,038	1,671	32,181
Midland of Manitoba	57	78	483	618	3,006	200	8,193	11,399
Montreal and Atlantic	1,365	1,689	179	3,233	23,004	128,152	59,627	210,783
Morrissey, Fernie and Michel						703		703
Napierville Junction	32	24	24	80	32	46,747	10,079	56,858
Nelson and Fort Sheppard	20		34	54	34		146	180
New Brunswick Coal and Rly. Co								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	188	57	2	247	17,039	56,357	85,208	158,584
Pacific Great Eastern								
Père Marquette	1,015	200	3,330	4,635		1,555	105	1,660
Quebec Central	4,274	8,207		12,481	78,103	15,045		93,148
Quebec, Montreal and Southern	308	185		493	2,860	9,055	119	12,034
Quebec Oriental	127	414		541	525	1,425		1,950
Quebec Rly., Light and Power Co	572	342		914	7,131	253		7,384
Red Mountain	20		10	30	12		45	57
Roberval-Saguenay	130	134		264	52,080	7,288		59,368
Rutland and Noyan		34	49	83		139		139
St. Lawrence and Adirondack	327	264	156	747	9,648	60,888	28,928	99,464
Sydney and Louisburg	118	488		606	6,438	3,249		9,687
Temiscouata	290	44		334				
Temiskaming and Northern Ontario	603	7,639		8,242	57,567	13,908	461	71,936
Thousand Islands								
Toronto, Hamilton and Buffalo	756	882	661	2,299	44,925	61,764	101,946	208,635
Vancouver, Victoria and Eastern	217	51	478	746	7,234	2,201	8,424	17,859
Victoria and Sidney, B.C	14	12		26	452	800		1,252
Victoria Terminal Rly. and Ferry Co	16	13		29	435	760		1,195
Wabash (in Canada)	65	6	25,007	25,078	9,486	1,553	346,375	357,414
Total	275,063	74,911	93,901	443,875	3,989,579	1,870,046	2,304,513	8,164,138

TABLE 11. Summary of Freight Traffic Movement for the year ending June 30, 1919—Continued.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919—suite.

Name of Railway. — Nom du chemin de fer.	Miscellaneous.—Divers.							
	Merchandise.—Marchandises.				Other Commodities.—Autres articles divers.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnage. — Total du tonnage.	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des Etats-Unis.	Total freight tonnange. — Toal du tonnage.
Algoma Central and Hudson Bay	4,761	459	....	5,220	1,860	30,479	....	32,339
Algoma Eastern	9,457	783	....	10,240	12,283	238	....	12,521
Alberta and Great Waterways	....	....	....	....	1,157	....	....	1,157
Atlantic, Quebec and Western	1,750	5,612	....	7,362	1,977	1,865	....	3,842
Brandon, Sask. and Hudson Bay	1,344	17	159	1,520	297	30	84	411
British Yukon	150	....	104	254	162	....	2,716	2,878
Canada and Gulf Terminal	....	....	....	....	1,996	1,555	....	3,551
Canada Southern	....	....	....	....	100,969	104,422	351,622	557,013
Canadian National Railways—								
Intercolonial	96,199	30,350	....	126,549	84,362	27,270	....	111,632
Prince Edward Island	12,664	4,160	....	16,824	3,672	1,506	....	5,178
International of New Brunswick	2,184	522	....	2,706	4,649	78	....	4,727
St. John and Quebec	3,170	122	....	3,292	643	262	....	905
Transcontinental	36,779	18,926	....	55,705	60,196	54,371	....	114,567
Elgin and Havelock	308	....	....	308	129	....	....	129
Moncton and Buctouche	443	1	....	444	541	....	....	541
Salisbury and Albert	382	1	....	383	169	....	....	169
St. Martin's	113	....	....	113	21	1	....	22
York and Carleton	115	....	....	115	29	....	....	29
Canadian Northern	376,044	60,886	45,638	482,568	282,565	52,014	12,956	347,535
Canadian Pacific	1,175,638	435,228	83,610	1,694,476	264,529	82,477	11,785	358,791
Cape Breton	....	....	....	....	296	1,116	....	1,412
Central Canada	....	....	....	....	147	767	....	914
Central Vermont	7,462	8,534	866	16,862	929	1,447	585	2,961
Crow's Nest Southern	736	7	212	955	169	....	31	200
Cumberland	42	296	....	338	186	403	....	589
Dominion Atlantic	22,987	1,299	....	24,286	63,763	3,662	....	67,425
Eastern British Columbia	96	403	....	499	144	104	....	248
Edmonton, Dunvegan and British Columbia	....	....	....	....	3,872	3,258	....	7,130

Essex Terminal					11,018	34,443		45,461
Esquimalt and Nanaimo	14,271	12,679		26,950	743	624		1,367
Fredericton and Grand Lake Coal and Rly. Co					9,249			9,249
Grand Trunk	700,092	70,911	159,109	930,112	670,540	129,338	364,811	1,164,689
Grand Trunk Pacific	55,138	4,352	26	59,516	12,860	2,410		15,270
Grand Trunk Pacific Branch Lines	30,456	2,834	26	33,316	8,947	1,403		10,350
Hereford	1,801	1,054	54	2,909	68	138	1	207
Kent Northern								
Kettle Valley	2,052	9,563	7	11,622	546	1,099	82	1,727
Lotbinière and Mégantic	160	214		374	69	151		220
Maine Central			7,243	7,243			94	94
Manitoba Great Northern	700	110	75	885	127	106	124	357
Maritime Coal, Rly. and Power Co					145	623		768
Massawippi Valley	6,115	6,566	8,026	20,707	6,964	2,492	15,310	24,766
Midland of Manitoba	818	19	3,614	4,451	546	280	3,041	3,867
Montreal and Atlantic	13,799	41,478	138,572	193,849	1,040	2,273	24,853	28,166
Morrissey, Fernie and Michel		175		175				
Napierville Junction	190	1,783	2,382	4,355	48	27,991	9,175	37,214
Nelson and Fort Sheppard	1,355	61	312	1,728	84			84
New Brunswick Coal and Rly. Co					2,396			2,396
New Westminster Southern	33	33		66				
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York					2,141	2,228	917	5,286
Pacific Great Eastern								
Père Marquette	72,080	204,810	1,196	278,086	7,378	65,054	400	72,832
Quebec Central	20,514	51,284		71,798	5,128	20,513		25,641
Quebec, Montreal and Southern	8,921	8,365	83	17,369	529	2,564	139	3,232
Quebec Oriental	2,404	5,490		7,894	1,050	2,098		3,148
Quebec Rly., Light and Power Co					3,738	169		3,907
Red Mountain	104	2	234	240	22			22
Roberval-Saguenay	1,120	1,091		2,211	4,292	2,171		6,463
Rutland and Noyan			2,783	2,783		936		936
St. Lawrence and Adirondack					3,197	4,092	8,206	15,495
Sydney and Louisburg	3,276	2,656		5,932	1,836	1,495		3,331
Temiscouata	315	517		832	4,313	3,011		7,324
Témiskaming and Northern Ontario	35,305	37,511	1,203	74,019	5,464	9,158	176	14,798
Thousand Islands								
Toronto, Hamilton and Buffalo					66,520	69,287	24,236	160,043
Vancouver, Victoria and Eastern	5,441	3,386	6,525	15,352	1,183	1,139	1,535	3,857
Victoria and Sidney, B.C.	5,000	2,720		7,720	816	716		1,532
Victoria Terminal Rly. and Ferry Co	4,610	2,390		7,000	780	723		1,503
Wabash (in Canada)	1,449	1,660	177,598	180,707	1,153	99	34,410	35,662
Total	2,740,343	1,041,320	639,657	4,421,320	1,726,642	756,149	867,289	3,350,080

TABLE 11. Summary of Freight Traffic Movement for the year ending June 30, 1919—Concluded.

TABLEAU 11.—Relevé du mouvement du trafic des marchandises pour l'année expirée le 30 juin 1919.—fin.

Name of Railway. — Nom du chemin de fer.	Recapitulation.—Récapitulation.			
	Grand Total.			
	Originating on this road. Tons. — Tonnage issu du chemin.	Received from other roads in Canada. Tons. — Reçu d'autres chemins en Canada.	Received from U.S. roads. Tons. — Reçu d'autres chemins des E.-Unis.	Total freight tonnage. — Total du tonnage.
Algoma Central and Hudson Bay	759,926	54,863	....	814,789
Algoma Eastern	1,629,021	252,111	....	1,881,132
Alberta and Great Waterways	77,319	1,944	....	79,263
Atlantic, Quebec and Western	88,466	93,641	....	182,107
Brandon, Sask. and Hudson Bay	13,506	392	6,062	19,960
British Yukon	3,256	....	9,534	12,790
Canada and Gulf Terminal	33,138	8,261	....	41,399
Canada Southern	1,531,087	484,680	7,557,439	9,573,206
Canadian National Railways—				
Intercolonial	6,261,181	1,898,084	....	8,159,265
Prince Edward Island	144,429	71,578	....	216,007
International of New Brunswick	185,663	8,352	....	194,015
St. John and Quebec	80,379	13,622	....	94,001
Transcontinental	2,622,919	1,282,562	....	3,905,481
Elgin and Havelock	13,076	346	....	13,422
Moncton and Buctouche	21,866	68	....	21,934
Salisbury and Albert	62,104	1,203	....	63,307
St. Martin's	13,616	40	....	13,656
York and Carleton	10,529	127	....	10,656
Canadian Northern	10,281,223	1,367,803	407,300	12,056,326
Canadian Pacific	16,420,946	7,188,329	2,285,466	25,894,741
Cape Breton	11,079	3,407	....	14,486
Central Canada	1,676	7,249	....	8,925
Central Vermont	108,242	113,389	32,923	254,554
Crow's Nest Southern	125,373	5,111	2,014	132,498
Cumberland	309,904	12,655	....	322,559
Dominion Atlantic	376,186	16,451	....	392,637
Eastern British Columbia	81,988	2,494	....	84,482
Edmonton, Dunvegan and British Columbia	125,037	18,890	....	143,927

Essex Terminal	152,318	277,843	....	430,161
Esquimalt and Nanaimo	600,077	80,954	....	681,031
Fredericton and Grand Lake Coal and Rly. Co	221,731	....	....	221,731
Grand Trunk	10,938,860	3,165,411	9,796,982	23,901,253
Grand Trunk Pacific	1,453,409	178,050	2,101	1,633,560
Grand Trunk Pacific Branch Lines	809,339	115,142	109,505	1,033,986
Hereford	115,319	6,069	756	122,144
Kent Northern	....	....	....	....
Kettle Valley	185,431	51,869	5,155	242,455
Lotbinière and Mégantic	54,860	2,653	....	57,513
Maine Central	....	....	278,293	278,293
Manitoba Great Northern	33,950	1,112	7,312	42,374
Maritime Coal, Rly. and Power Co	241,811	4,905	....	246,716
Massawippi Valley	87,009	300,277	92,268	479,554
Midland of Manitoba	9,475	16,952	106,483	132,910
Montreal and Atlantic	164,134	1,009,197	306,136	1,479,467
Morrissey, Fernie and Michel	325,925	12,102	....	338,027
Napierville Junction	13,089	379,053	556,876	949,018
Nelson and Fort Sheppard	31,768	551	3,504	35,823
New Brunswick Coal and Rly. Co	34,849	....	....	34,849
New Westminster Southern	7,226	137	....	7,363
Northern New Brunswick and Seaboard	....	....	....	....
North Shore	....	....	....	....
Ottawa and New York	44,105	129,165	337,112	510,382
Pacific Great Eastern	....	....	....	....
Père Marquette	153,883	388,636	2,768,029	3,310,548
Quebec Central	939,157	212,788	....	1,151,945
Quebec, Montreal and Southern	99,161	497,129	171,795	768,085
Quebec Oriental	52,905	153,180	....	206,085
Quebec Rly., Light and Power Co	173,494	39,657	....	213,151
Red Mountain	1,274	231	11,519	13,024
Roberval-Saguenay	182,029	50,262	....	232,291
Rutland and Noyan	802	146,792	106,999	254,593
St. Lawrence and Adirondack	77,463	333,885	1,912,926	2,324,274
Sydney and Louisburg	3,213,828	67,022	....	3,280,850
Témiscouata	199,966	13,089	....	213,055
Temiskaming and Northern Ontario	544,952	371,214	149,560	1,065,726
Thousand Islands	....	....	....	....
Toronto, Hamilton and Buffalo	323,828	479,429	1,899,020	2,702,277
Vancouver, Victoria and Eastern	604,030	71,662	209,647	885,339
Victoria and Sidney, B.C	12,843	6,756	....	19,599
Victoria Terminal Rly. and Ferry Co	12,192	6,243	....	18,435
Wabash (in Canada)	47,364	20,382	2,512,414	2,580,160
Total	63,556,991	21,497,451	31,645,130	116,699,572

TABLE 12. Summary of Equipment for the Year ending June 30, 1919.

TABLEAU 12. Relevé du matériel roulant pour l'année expirée le 30 juin 1919.

Name of Railway. — Nom du chemin de fer.	Locomotives. — Locomotives.					Cars in Passenger Service. — Wagons, service des voyageurs.									
	Passenger. — Voyageurs.	Freight. — Marchandises.	Switching. — Manœuvre.	Total. — Total.	Leased. — Loués.	1st Class. — 1re classe.	2nd class. — 2e classe.	Combination. — Voitures mixes.	Emigrant. — Émigrants.	Dining. — Buffet.	Parlour. — Salon.	Sleeping. — Wagons-lits.	Baggage, express and postal. — Bagages, messageries et poste.	Other cars in passenger service. — Autres wagons, service des voyageurs.	Total. — Total.
Algoma Central and Hudson Bay	5	19	2	26	....	7	3	2	....	....	....	....	2	....	14
Algoma Eastern	1	9	....	10	....	2	1	3	....	....	....	....	....	....	6
Alberta, Great Waterways	....	3	....	3	....	....	1	1	....	....	....	1	1	2	6
Atlantic, Quebec and Western	3	4	....	7	....	7	....	....	....	....	1	....	3	....	11
Brandon, Saskatchewan and Hudson Bay	1	1	....	2	....	2	....	....	....	....	....	....	1	....	3
British Yukon	....	11	....	11	....	8	....	....	....	....	4	....	3	1	16
Canada and Gulf Terminal	2	2	....	4	....	2	1	2	....	....	....	....	2	....	7
Canada Southern	58	90	31	179	....	9	28	6	....	....	....	....	21	....	64
Canadian National:—															
Intercolonial	174	390	54	618	....	181	82	....	47	18	17	62	161	36	604
Prince Edward Island	6	14	6	26	....	19	9	5	....	....	....	....	13	....	46
International of New Brunswick	....	3	....	3	....	1	....	4	....	....	....	....	1	....	6
St. John and Quebec	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Transcontinental	20	98	7	125	....	32	16	9	13	8	2	12	25	2	119
Elgin and Havelock	2	....	....	2	....	1	....	....	....	....	....	....	....	....	1
Moncton and Buctouche	2	1	....	3	....	1	....	3	....	....	....	....	....	....	4
Salisbury and Albert	2	....	....	2	....	1	....	....	....	....	....	....	....	....	1
St. Martins	2	....	....	2	....	1	....	1	....	....	....	....	....	....	2
York and Carleton	1	....	....	1	....	1	....	....	....	....	....	....	....	....	1
Canadian Northern	224	481	95	800	....	222	182	52	257	24	22	65	174	65	1,063
Canadian Pacific	550	1,307	398	2,255	....	959	140	105	333	107	61	373	636	9	2,723
Cape Breton	....	2	....	2	....	2	....	....	....	....	....	....	2	....	4
Central Canada	....	....	....	....	....	....	....	....	....	....	....	....	3	....	3
Central Vermont	3	5	....	8	....	5	....	4	....	....	....	....	....	....	9
Crow's Nest Southern	1	2	....	3	....	1	....	1	....	....	....	....	....	....	2
Cumberland	3	2	1	6	....	2	....	2	....	....	....	....	....	....	4
Dominion Atlantic	12	14	....	26	3	27	....	10	....	....	2	....	15	....	54
Eastern British Columbia	....	2	....	2	....	2	....	....	....	....	....	....	1	....	3
Edmonton, Dunvegan and British Columbia	....	21	1	22	7	2	11	1	....	....	....	3	....	....	17
Essex Terminal	....	6	....	6	....	....	....	....	....	....	....	....	....	....	....

Esquimalt and Nanaimo	7	12	4	23	11	13	9				4		10	2	38
Fredericton and Grand Lake Coal and Railway Co.		1	2	3	3			2							2
Grand Trunk	236	618	152	1,006		478	38	103		22	26		308	3	978
Grand Trunk Pacific	45	197	18	260		63	23	21	51	22	13	30	59	62	344
Grand Trunk Branch Lines															
Hereford	1	2		3		1		2							3
Great Northern															
Kettle Valley	5	14	1	20		4	1	2			4	4	4		19
Lotbinière and Mégantic		4		4	1		2	2							4
Maine Central	1	2		3		2		2							4
Manitoba Great Northern	1	1	1	3		3		1							4
Maritime Coal, Railway and Power Co.		3		3				1					1	1	3
Massawippi Valley	3	7	3	13		9							6		15
Midland of Manitoba			2	2		4							2		6
Montreal and Atlantic	8	3	1	12			5	11			2		4	1	23
Morrissey, Fernie and Michel		5		5			6								6
Napierville Junction		1		1		2									2
Nelson and Fort Sheppard	1	1		2		1		1							2
New Brunswick Coal and Railway Co.		2		2	1	1		2							3
New Westminster Southern		1		1		2		2					1		5
Northern New Brunswick and Seaboard															
North Shore															
Ottawa and New York	4	13		17			6						4		10
Pacific Great Eastern		10		10		4	8	1					2		15
Père Marquette	9	36	1	46		12	3						8		23
Quebec Central	14	29		43		12	12	4		2	1		13		44
Quebec, Montreal and Southern	3	11		14		11		5					2		18
Quebec Oriental	3	6	1	10			3						2		5
Quebec Railway Light and Power Co.		7		7		4	1	2					1	11	19
Red Mountain		1		1			1								1
Roberval-Saguenay	*3	5		8		2		2					1		5
Rutland and Noyan		1		1											
St. Lawrence and Adirondack	8	13		21		4	2	1							7
Sydney and Louisburg	2	16	13	31		5	2	3							10
Témiscouata		8		8		4		1					3		8
Temiskaming and Northern Ontario	14	31	4	49		20	18	3			3		17		61
Thousand Islands															
Toronto, Hamilton and Buffalo	7	15	14	36		13	1	4					1		19
Vancouver, Victoria and Eastern		2		2			3	1							4
Victoria, and Sidney, B.C.		2		2		1		1							2
Victoria Terminal Railway and Ferry Co.															
Wabash (in Canada)	10	43		53				5			2				7
Final total	1,457	3,610	812	5,879	26	2,172	618	396	701	203	164	550	1,513	195	6,512

*Electric motors. Moteurs électriques.

TABLE 12.—Summary of Equipment for the

TABLEAU 12.—Relevé du matériel roulant pour

Number. — Numéro.	Name of Railway. — Nom du chemin de fer.	Cars in freight — Wagons, service des				
		Box. — Wagons fermés.	Flat. — Wagons plate-formes.	Stock. — Wagons à bestiaux.	Coal. — Wagons à houille.	Tank. — Wagons réservoirs.
1	Algoma Central and Hudson Bay	51	378		259	
2	Algoma Eastern	20	109		357	
3	Alberta Great Waterways	99	44			
4	Atlantic, Quebec and Western	3	25		7	
5	Brandon, Saskatchewan and Hudson Bay	56	6	4	3	
6	British Yukon	77	71	31	12	
7	Canada and Gulf Terminal		4			
8	Canada Southern	1,422	191			9
	Canadian National:—					
9	Intercolonial	14,954	2,282	138	1,234	79
10	P. E. Island	347	196	28	11	1
11	International of New Brunswick		40			
12	St. John and Quebec					
13	Transcontinental	2,657	101	1,196	429	
14	Elgin and Havelock	1				
15	Moncton and Buctouche	5	31			
16	Salisbury and Albert					
17	St. Martins					
18	York and Carleton					
19	Canadian Northern	23,606	4,664	1,070	3,574	
20	Canadian Pacific	64,774	8,725	4,287	4,802	209
21	Cape Breton		6			
22	Central Canada					
23	Central Vermont	40	21		4	
24	Crow's Nest Southern	239	27	15	14	
25	Cumberland	2	30		175	
26	Dominion Atlantic	228	142	6	53	
27	Eastern British Columbia	8	9			
28	Edmonton, Dunvegan and British Columbia	98	133	10	20	
29	Essex Terminal		6		50	
30	Esquimalt and Nanaimo	14	198	1	30	
31	Fredericton and Grand Lake Coal and Rly. Co					
32	Grand Trunk	25,198	2,822	1,580	4,886	104
33	Grand Trunk Pacific	11,706	2,011	290		
34	Grand Trunk Pacific Branch lines					
35	Hereford	60	10			
36	Kent Northern					
37	Kettle Valley	79	92	6	64	
38	Lotbinière and Mégantic	1	22			
39	Maine Central	25	10			
40	Manitoba Great Northern	104	12	7	5	
41	Maritime Coal, Rly. and Power Co		2		2	
42	Massawippi Valley	440	180			
43	Midland of Manitoba	254	52	18	34	
44	Montreal and Atlantic	206	187	36	94	
45	Morrissey, Fernie and Michel	6	1		47	
46	Napierville Junction					
47	Nelson and Fort Sheppard	33	4	2	2	
48	New Brunswick Coal and Railway Co	4	26			
49	New Westminster Southern	96	11	6	5	
50	Northern New Brunswick and Seaboard					
51	North Shore					
52	Ottawa and New York					
53	Pacific Great Eastern	49	137	35	10	10
54	Père Marquette	1,003	45	26	290	
55	Quebec Central	260	524	60	16	1
56	Quebec, Montreal and Southern	1,358	35	88		
57	Quebec Oriental	1				
58	Quebec Railway, Light and Power Co	31	77	1	13	
59	Red Mountain	39	5	2	2	

Year ending June 30, 1919—Continued.

l'année expirée le 30 juin 1919—suite.

Service. — marchandises.			Cars in Company's Service. — Wagons, service de la compagnie.						Total cars in Service. — Total des wagons en service	Cars leased. — Wagons loués.	Number— Numéro.
Refrigerator. — Wag. frigorifiq.	Other cars in frt. sev. — Aut. wag. serv. d. marchand	Total. — Total.	Officers and pay — Wagons de payeurs.	Gravel. — Gravier.	Derrick — Grue.	Caboose — Cambuse.	Other road. — Autres.	Total. — Total.			
...	369	1,057	3	...	6	17	60	86	1,157	...	1
...	...	486	...	...	1	8	4	13	505	137	2
6	...	149	1	...	...	...	...	1	156	...	3
...	...	35	1	17	...	2	2	22	68	...	4
8	19	96	...	6	...	1	...	7	106	...	5
1	...	192	1	...	1	8	6	16	224	...	6
...	...	4	...	...	...	1	...	1	12	...	7
...	...	1,622	1	...	3	65	95	164	1,850	...	8
255	1,625	20,567	5	546	8	236	344	1,139	22,310	...	9
3	...	586	1	15	...	3	19	38	670	...	10
...	...	40	1	...	...	1	3	5	51	...	11
...	...	...	...	...	...	...	...	...	...	...	12
99	...	44,482	5	212	...	120	82	419	5,020	...	13
...	...	1	...	...	...	...	...	...	2	...	14
...	...	36	...	...	...	...	4	4	44	...	15
...	...	...	...	...	...	...	...	...	1	...	16
...	...	...	...	...	...	...	...	...	2	...	17
...	...	...	...	...	...	...	...	...	1	...	18
395	...	33,309	24	60	80	428	1,896	2,488	36,860	...	19
2,777	2,092	87,666	58	2,459	82	1,324	3,864	7,787	98,176	...	20
...	6	12	...	...	...	...	...	...	16	...	21
...	...	...	...	...	...	...	...	...	3	...	22
...	...	65	...	...	1	2	11	14	88	...	23
35	79	409	...	6	...	2	...	8	419	...	24
...	...	207	...	12	1	2	4	19	230	...	25
...	...	429	1	8	1	6	44	60	543	176	26
...	...	17	...	...	...	1	...	1	21	...	27
...	105	366	1	105	1	16	38	161	544	...	28
...	...	56	...	...	...	1	...	1	57	...	29
...	...	243	...	28	1	12	15	56	337	...	30
...	...	...	...	...	...	...	...	...	2	2	31
1,919	...	36,509	28	628	37	649	1,536	2,878	40,365	...	32
242	...	14,249	11	1,034	8	138	381	1,572	16,165	...	33
...	...	...	...	...	...	...	...	...	...	...	34
...	...	70	...	...	...	2	...	2	75	...	35
...	...	...	...	...	...	...	...	...	...	...	36
4	1	246	2	...	...	6	...	8	273	105	37
...	...	23	...	...	...	1	2	3	30	...	38
...	...	35	...	...	...	...	...	...	39	...	39
15	34	177	...	1	...	2	...	3	184	...	40
...	4	8	...	4	...	...	...	4	15	...	41
...	...	620	...	...	...	5	5	10	645	...	42
40	48	446	...	...	...	1	...	1	453	...	43
1	...	524	...	...	...	12	96	108	655	...	44
...	2	56	...	...	...	1	1	2	64	...	45
...	...	...	...	...	...	...	...	...	2	1	46
5	11	57	...	6	...	1	...	7	66	...	47
...	...	30	...	...	...	...	...	...	33	2	48
14	31	163	...	...	...	...	...	...	168	...	49
...	...	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	2	1	3	13	...	52
3	13	257	2	44	2	3	12	63	345	...	53
1	...	1,365	...	...	1	14	13	28	1,416	...	54
8	38	907	2	39	2	20	37	100	1,051	...	55
10	...	1,491	...	...	1	6	20	27	1,536	5	56
...	...	1	...	...	...	3	1	4	10	...	57
...	23	145	...	...	...	1	2	3	167	...	58
6	13	67	...	...	...	...	...	...	68	...	59

TABLE 12.—Summary of Equipment for the

TABLEAU 12.—Relevé du matériel roulant pour

Number.—Numéro.	Name of Railway. — Nom du chemin de fer.	Cars in freight — Wagons, service des				
		Box. — Wagons fermés.	Flat. — Wagons plate-formes.	Stock. — Wagons à bestiaux.	Coal. — Wagons à houille.	Tank. — Wagons réservoirs.
60	Roberval-Saguenay	9	170	...	...	...
61	Rutland and Noyan	50	5	2	2	...
62	St. Lawrence and Adirondack	75	30	...	...	...
63	Sydney and Louisburg	16	105	...	1,549	6
64	Témiscouata	80	48	...	...	...
65	Temiskaming and Northern Ontario	242	376	9	...	...
66	Thousand Islands	...	...	...	...	...
67	Toronto, Hamilton and Buffalo	1,018	109	10	150	...
68	Vancouver, Victoria and Eastern	1,198	137	73	70	...
69	Victoria and Sidney, B.C	2	15	...	...	...
70	Victoria Terminal Railway and Ferry Co	...	...	...	...	...
71	Wabash (in Canada)	1,176	69	152	100	...
	Final total	153,520	24,768	9,189	18,375	419

Year ending June 3o, 1919—Concluded.
l'année expirée le 30 juin 1919—fin.

Service. — marchandises.			Cars in Company's Service. — Wagons, service de la compagnie.								
Refrigerator. — Wag. frigorifiq.	Other cars in frt. serv. — Wagons serv. d. marchand	Total. — Total.	Officers and pay — Wagons de payeurs.	Gravel. — Gravier.	Derrick — Grue.	Caboose — Cambuse.	Other road. — Autres.	Total. — Total.	Total cars in Service. — Total de wagons en service.	Cars leased. — Wagons loués.	Number—Numéro.
....	6	185	....	....	....	2	....	2	192	......	60
....	....	59	....	....	....	1	....	1	60	......	61
....	....	105	....	....	1	3	1	5	117	......	62
....	....	1,676	....	12	1	8	7	28	1,714	......	63
....	2	130	1	....	....	4	6	11	149	......	64
....	....	627	4	....	....	26	175	205	893	......	65
....	....	....	....	....	....	....	....	....	....	......	66
....	50	1,337	1	56	1	15	50	123	1,479	......	67
175	394	2,047	....	....	....	....	....	....	2,051	......	68
....	....	17	....	....	....	1	....	....	20	......	69
....	....	....	....	....	....	....	....	....	....	......	70
....	....	1,497	....	....	1	37	3	41	1,545	......	71
6,022	4,965	217,258	154	5,298	241	3,220	8,840	17,753	241,523	428	

TABLE 13.—Summary of Cars in Freight Service for the year ending

TABLEAU 13.—Etat des wagons, service des marchandises, pour l'exercice

Number.—Numéro.	Name of Railway.—Nom du chemin de fer.	Box Cars.—Wagons fermés.		Flat Cars.—Trucks.		Stock Cars.—Wagons à bestiaux.	
		Number.—Nombre.	Aggregate Capacity.—Capacité totale.	Number.—Nombre.	Aggregate Capacity.—Capacité totale.	Number.—Nombre.	Aggregate Capacity.—Capacité totale.
			Tons.		Tons.		Tons.
1	Algoma Central and Hudson Bay	51	2,040	378	15.120	...	...
2	Algoma Eastern	20	785	109	7,360	...	...
3	Alberta Great Waterways	99	2,970	44	1,320	...	...
4	Atlantic, Quebec and Western	3	90	25	750	...	...
5	Brandon, Sask. and Hudson Bay	56	2,110	6	230	4	100
6	British Yukon	77	1,516	71	1,400	31	620
7	Canada and Gulf Terminal	...	...	4	120	...	...
8	Canada Southern	1,422	51,480	191	8,520	...	...
9	Canadian National Railways—						
10	Intercolonial	14,954	492,150	2,282	77,150	138	4,140
11	P. E. Island	347	4,675	196	2,935	28	350
12	International of New Brunswick	...	...	40	1,200	...	...
13	St. John and Quebec	...	...	...	...	...	...
14	Transcontinental	2,657	114.590	101	3,030	1,196	35,880
15	Elgin and Havelock	1	20	...	...	...	...
16	Moncton and Buctouche	5	150	31	...	...	...
17	Salisbury and Albert	...	...	...	...	...	...
18	St. Martin's	...	...	...	...	...	...
19	York and Carleton	...	...	...	...	...	...
20	Canadian Northern	23,606	763,770	4,664	157,500	1,070	32,100
21	Canadian Pacific	64,774	2,348.350	8,725	295,590	4,287	126,550
22	Cape Breton	...	...	6	180	...	...
23	Central Canada	...	...	...	...	...	...
24	Central Vermont	40	730	21	365	...	...
25	Crow's Nest Southern	239	8,990	27	1,010	15	370
26	Cumberland	2	40	30	450	...	...
27	Dominion Atlantic	228	6,520	142	4,000	6	170
28	Eastern British Columbia	8	...	9	...	...	...
29	Edmonton, Dunvegan and British Columbia	98	2,940	133	3,990	10	300
30	Essex Terminal	...	...	6	240	...	...
31	Esquimalt and Nanaimo	14	280	198	6,967	1	20
32	Fredericton and Grand Lake Coal and Rly. Co	...	...	...	...	...	...
33	Grand Trunk	25,198	833,035	2,822	90,885	1,580	46,650
34	Grand Trunk Pacific	11,706	351,180	2,011	60,050	290	8,700
35	Grand Trunk Pacific Branch Lines	...	...	...	...	...	...
36	Hereford	60	1,800	10	200	...	...
37	Kent Northern	...	...	...	...	...	...
38	Kettle Valley	79	2,370	92	3,680	6	180
39	Lotbiniere and Megantic	1	30	22	660	...	...
40	Maine Central	25	750	10	300	...	...
41	Manitoba Great Northern	104	3,910	12	460	7	170
42	Maritime Coal, Rly. and Power Co	...	...	2	40	...	...
43	Massawippi Valley	440	8,750	180	3.350	...	...
44	Midland of Manitoba	254	9,650	52	1,890	18	410
45	Montreal and Atlantic	206	6,920	187	5,690	36	1,065
46	Morrissey, Fernie and Michel	6	240	1	40	...	...
47	Napierville Junction	...	...	...	...	...	...
48	Nelson and Fort Sheppard	33	1,240	4	160	2	50
49	New Brunswick Coal and Rly. Co	4	80	26	520	...	...
50	New Westminster Southern	96	3,160	11	410	6	150
51	Ottawa and New York	...	...	...	...	...	...
52	Pacific Great Eastern	49	1,960	137	5,480	35	1,050
53	Pere Marquette	1,003	34,110	45	1,335	26	780
54	Quebec Central	260	7,620	524	15,330	60	1,695
55	Quebec, Montreal and Southern	1,358	40,740	35	875	88	2,640
56	Quebec Oriental	1	30	...	...	...	...
57	Quebec Rly., Light and Power Co	31	760	77	1,540	1	30
58	Red Mountain	39	1,470	5	190	2	50
59	Roberval-Saguenay	9	180	170	5.560	...	...
60	Rutland and Noyan	50	1,500	5	150	2	40
61	St. Lawrence and Adirondack	75	...	30	...	...	...

June 30, 1919—Showing Number and Aggregate Capacity.
terminé le 30 juin 1919—nombre et capacité totale.

Coal Cars. — Wagons à houille.		Tank Cars. — Wagons réservoirs.		Refrigerator Cars. — Wagons frigorifiques.		Other Cars. — Autres wagons.		Total. — Total.		Number.—Numéro.
Number. — Nombre	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacité totale.	Number. — Numbre.	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacity. totale.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
259	10,110					369	18,450	1,057	45,720	1
357	17,830							486	25,975	2
				6	180			149	4,470	3
7	350							35	1,190	4
3	150			8	240	19	900	96	3,730	5
12	240			1	20			192	3,796	6
								4	120	7
		9	180					1,622	60,180	8
										9
1,234	44,960	79	2,370	255	7,650	1,625	48,750	20,567	677,170	10
11	140	1	15	3	45			586	8,160	11
								40	1,200	12
										13
429	12,870			99	3,960			4,482	170,330	14
								1	20	15
								36	150	16
										17
										18
										19
3,574	153,440			395	11,850			33,309	1,118,660	20
4,802	229,400	209	8,920	2,777	83,270	2,092	79,977	87,666	3,172,057	21
						6	180	12	360	22
										23
4	60							65	1,155	24
14	690			35	1,050	79	3,780	409	15,890	25
175	2,625							207	3,115	26
53	1,440							429	12,130	27
								17		28
20	600					105	3,150	366	10,980	29
50	2,000							56	2,240	30
20	1,300							243	8,567	31
										32
4,886	224,960	104	2,265	1,919	56,685			36,509	1,254,480	33
				242	7,260			14,249	427,190	34
										35
								70	2,000	36
										37
64	2,560			4	200	1	50	246	9,040	38
								23	690	39
								35	1,050	40
5	250			15	450	34	1,630	177	6,870	41
2	80					4	60	8	180	42
								620	12,100	43
34	1,660			40	1,250	48	2,285	446	17,145	44
94	3,760			1	30			524	17,465	45
47	1,410					2	60	56	1,750	46
										47
2	100			5	150	11	530	57	2,230	48
								30	600	49
5	250			14	420	31	1,490	163	6,330	50
										51
10	500	10	480	3	120	13	650	257	10,240	52
290	11,165			1	30			1,365	47,420	53
16	480	1	20	8	230	38	1,520	907	26,895	54
				10	300			1,491	44,555	55
								1	30	56
13	270					23	690	145	3,290	57
2	100			6	180	13	630	67	2,620	58
						6	120	185	5,860	59
2	80							59	1,770	60
								105		61

TABLE 13.—Summary of Cars in Freight Service for the year ending

TABLEAU 13.—Etat des wagons, service des marchandises pour

Number-Numéro.	Name of Railway. — Nom du chemin de fer.	Box Cars. — Wagons fermés.		Flat Cars. — Trucks.		Stock Cars. — Wagons à bestiaux.	
		Number. — Nombre.	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacité totale.
			Tons.		Tons.		Tons.
62	Sydney and Louisburg..............	16	320	105	3,090	....	....
63	Temiscouata........................	80	2,070	48	1,030	....	....
64	Temiskaming and Northern Ontario.	242	9,260	376	13,085	9	270
65	Thousand Islands..................	....	....	....	....	....	....
66	Toronto, Hamilton and Buffalo......	1,018	40,490	109	4,360	10	300
67	Vancouver, Victoria and Eastern.....	1,198	45,050	137	5,140	73	1,780
68	Victoria and Sidney, B.C............	2	40	15	300	....	....
69	Victoria Terminal Rly. and Ferry Co	....	....	....	....	....	....
70	Wabash (in Canada)................	1,176	41,760	69	2,620	152	5,980
	Total......................	153,520	5,255,121	24,768	817,847	9,189	272,590

June 30, 1919—Showing Number and Aggregate Capacity—Concluded.

l'exercice terminé le 30 juin 1919—nombre et capacité totale—fin.

Coal Cars. — Wagons à houille.		Tank Cars. — Wagons réservoirs.		Refrigerator Cars. — Wagons frigorifiques		Other Cars. — Autres wagons.		Total. — Total.		Number-Numéro.
Number. — Nombre.	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacité totale.	Number. — Nombre.	Aggregate Capacity. — Capacité totale.	
1,549	31,490	6	90	....	....	....	....	1,676	34,990	62
....	....	....	....	....	....	2	60	130	3,260	63
....	....	....	....	....	....	....	....	627	22,615	64
....	....	....	....	....	....	....	....	....	....	65
150	7,500	....	....	....	....	50	2,000	1,337	54,650	66
70	3,380	....	....	175	5,320	394	18,835	2,047	79.415	67
....	....	....	....	....	....	....	....	17	340	68
....	....	....	....	....	....	....	....	....	....	69
100	4,600	....	....	....	....	....	....	1,497	54,960	70
18,375	772,800	419	14,340	6,022	180,800	4.965	185,797	217,258	7,499,295	

TABLE 14.—Summary of Consumption of Fuel by Locomotives

TABLEAU 14.—État de la consommation de combustible par les locomotives

No. — N°.	Name of Railway. — Nom du chemin de fer.	Consumption of fuel — Combustible consumé par les			
		Coal—Tons. — Houille—tonnes.			
		Anthracite.	Bituminous. — Bitumineuse	Unclassified — Non classifiée.	Total.
1	Algoma Central and Hudson Bay	...	23,554	...	23,554
2	Algoma Eastern	...	134	...	134
3	Alberta and Great Waterways	...	2,135	...	2,135
4	Atlantic, Quebec and Western	...	2,720	...	2,720
5	Brandon, Saskatchewan and Hudson Bay	...	1,556	...	1,556
	Canadian National—				
6	Intercolonial	...	480,769	...	480,769
7	Prince Edward Island	...	1,532	...	1,532
8	International of New Brunswick	...	5,356	...	5,356
9	Elgin and Havelock	5	...	...	5
10	Moncton and Buctouche	...	19	...	19
11	Salisbury and Albert	851	...	...	851
12	St. Martins	...	1	...	1
13	St. John and Quebec	...	753	...	753
14	York and Carleton	...	10	...	10
15	Transcontinental	...	208,362	...	208,362
16	Canadian Northern	...	718,468	...	718,468
17	Canada Southern	...	205,099	...	205,099
18	Canadian Pacific	...	1,777,112	...	1,777,112
19	Central Canada	...	25	...	25
20	Central Vermont	...	3,284	...	3,284
21	Crow's Nest Southern	...	4,283	...	4,283
22	Cumberland	...	1,096	...	1,096
23	Dominion Atlantic	...	11,261	...	11,261
24	Edmonton, Dunvegan and British Columbia	...	15,124	...	15,124
25	Essex Terminal	...	1,900	...	1,900
26	Esquimalt and Nanaimo	...	...	...	...
27	Grand Trunk	...	1,015,489	...	1,015,489
28	Grand Trunk Pacific	...	127,528	...	127,528
29	Grand Trunk Pacific Branch Lines	...	47,405	...	47,405
30	Hereford	...	2,097	...	2,097
31	Kettle Valley	...	12,339	...	12,339
32	Maine Central	...	333	...	333
33	Manitoba, Great Northern	...	420	...	420
34	Midland of Manitoba	...	2,071	...	2,071
35	Montreal and Atlantic	...	20,217	...	20,217
36	Nelson and Fort Sheppard	...	1,148	...	1,148
37	Ottawa and New York	...	7,364	...	7,364
38	Pére Marquette	...	96,428	...	96,428
39	Quebec Central	...	12,647	...	12,647
40	Quebec, Montreal and Southern	...	5,099	...	5,099
41	Quebec Oriental	...	5,533	...	5,533
42	Quebec Railway, Light and Power	...	1,001	...	1,001
43	Rutland and Noyan	...	177	...	177
44	St. Lawrence and Adirondack	...	16,836	...	16,836
45	Sydney and Louisburg	...	11,877	...	11,877
46	Temiskaming and Northern Ontario	...	36,230	...	36,230
47	Toronto, Hamilton and Buffalo	...	16,145	...	16,145
48	Vancouver, Victoria and Eastern	...	3,870	...	3,870
49	Wabash (In Canada)	...	104,303	...	104,303
	Total	856	5,011,110	...	5,011,966

for the Year ending June 30, 1919.

pendant l'exercice terminé le 30 juin 1919.

by Freight Locomotives. — locomotives des trains de marchandises.				Total fuel consumed. — Total de la consommation. —	Miles run. — Milles parcourus.	No. — N°.
Wood, Charcoal, Oil. — Bois, charbon de bois, pétrole.						
Wood—Cords. — Bois—cordes.	Charcoal—Bush — Charbon de bois—boiss.	Oil—Gallons. — Pétrole—gallons	Total—Tons. — Total—tonnes.			
....	....	....	....	23,554	340,987	1
....	....	....	....	134	84,749	2
....	....	....	....	2,135	28,758	3
....	....	....	....	2,720	39,836	4
18	....	85	9	1,565	21,772	5
2,791	960	....	1,404	482,173	5,202,196	6
1	....	....	....	1,532	30,555	7
26	....	....	13	5,369	71,812	8
....	....	....	....	5	82	9
....	....	....	....	19	248	10
4	....	....	2	853	11,647	11
....	....	....	....	1	16	12
3	....	....	2	755	10,897	13
....	....	....	....	10	175	14
1,168	272	....	586	208,948	2,410,567	15
7,507	....	....	4,389	722,857	9,964,610	16
....	....	57,062	336	205,435	2,134,593	17
260	45,233	21,564,648	128,943	1,906,055	21,590,741	18
....	....	....	....	25	692	19
16	....	....	8	3,292	63,208	20
34	....	143	18	4,301	42,713	21
....	....	....	....	1,096	26,486	22
....	....	....	....	11,261	170,367	23
....	....	....	....	15,124	155,134	24
....	....	....	....	1,900	35,000	25
....	....	1,733,088	10,316	10,316	129,258	26
8,125	....	....	4,063	1,019,552	11,511,598	27
2,346	....	2,558,500	19,448	146,976	1,887,713	28
780	....	....	390	47,795	370,089	29
....	....	....	....	2,097	23,288	30
....	....	....	....	12,339	127,863	31
....	....	....	....	333	4,115	32
4	....	....	2	422	4,695	33
10	....	....	5	2,076	40,835	34
3	564	....	7	20,224	269,162	35
50	....	....	25	1,173	18,381	36
....	....	....	....	7,364	69,105	37
....	....	....	....	96,428	922,878	38
....	....	....	....	12,647	230,217	39
....	....	....	....	5,099	91,465	40
....	....	....	....	5,533	110,659	41
....	....	....	....	1,001	28,548	42
....	....	....	....	177	1,893	43
....	....	....	....	16,836	134,506	44
....	....	....	....	11,877	409,321	45
....	....	....	....	36,230	564,471	46
122	....	....	61	16,206	190,282	47
56	....	594,548	3,567	7,437	68,506	48
....	....	....	....	104,303	968,876	49
23,324	47,029	26,508,074	173,594	5,185,560	60,615,565	

TABLE 14.—Summary of Consumption of Fuel by

TABLEAU 14.—Etat de la consommation de combustible par

No. — N°	Name of Railway. — Nom du chemin de fer.	Consumption of Fuel by Passenger Locomotives. Coal—Tons.—Houille—tonnes. Anthracite.	Bituminous. — Bitumineuse	Unclassified — Non-classifiée.	Total.
1	Algoma Central and Hudson Bay		2,384		2,384
2	Atlantic, Quebec and Western		1,960		1,960
3	Brandon, Saskatchewan and Hudson Bay		1,420		1,420
	Canadian National Railways—				
4	Intercolonial		198,507		198,507
5	P. E. Island		4,327		4,327
6	International of New Brunswick		1,698		1,698
7	Elgin and Havelock				
8	Moncton and Buctouche				
9	Salisbury and Albert				
10	St. Martin's				
11	St. John and Quebec				
12	York and Carleton				
13	Transcontinental		43,311		43,311
14	Canadian Northern		281,050		281,050
15	Canada Southern		110,487		110,487
16	Canadian Pacific		797,182		797,182
17	Central Vermont		4,865		4,865
18	Crow's Nest Southern		1,221		1,221
19	Dominion Atlantic		9,918		9,918
20	Edmonton, Dunvegan and B.C.		3,740		3,740
21	Esquimalt and Nanaimo				
22	Grand Trunk		354,631		354,631
23	Grand Trunk Pacific		51,972		51,972
24	Grand Trunk Pacific Branch Lines		13,435		13,435
25	Hereford		1,657		1,657
26	Kettle Valley		9,524		9,524
27	Maine Central		171		171
28	Manitoba Great Northern		356		356
29	Midland of Manitoba		4,729		4,729
30	Montreal and Atlantic		5,414		5,414
31	Red Mountain				
32	North Shore				
33	Nelson and Fort Sheppard		1,064		1,064
34	Ottawa and New York		3,760		3,760
35	Pere Marquette		9,155		9,155
36	Quebec Central		14,310		14,310
37	Quebec, Montreal and Southern		3,771		3,771
38	Quebec Oriental		1,179		1,179
39	Quebec Rly., Light and Power Co.		83		83
40	Roberval-Saguenay		3,680		3,680
41	St. Lawrence and Adirondack		9,045		9,045
42	Sydney and Louisburg		1,073		1,073
43	Temiskaming and Northern Ontario		17,650		17,650
44	Toronto, Hamilton and Buffalo		10,403		10,403
45	Vancouver, Victoria and Eastern		1,351		1,351
46	Victoria and Sidney		1,202		1,202
47	Wabash		13,040		13,040
	Total		1,994,725		1,994,725

Locomotives, for the Year ending June 30, 1919—Continued.

les locomotives pendant l'exercice terminé le 30 juin 1919.—suite.

Combustible consumé par les locomotives des trains de voyageurs.						
Wood, Charcoal, Oil.—Bois, charbon de bois, pétrole.				Total Fuel Consumed. — Total de la consommation.	Miles run. — Milles parcourus.	No. — N°.
Wood.—Cords. — Bois—cordes.	Charcoal—Bush — Charbon de bois—boiss.	Oil—Gallons. — Pétrole—gallons	Total. Tons—tonnes.			
...	...	...	...	2,384	60,821	1
...	...	...	...	1,960	40,477	2
36	...	155	19	1,439	43,176	3
1,155	398	...	580	199,087	3,449,790	4
1	...	...	1	4,328	129,465	5
12	...	...	6	1,704	34,158	6
...	...	...	...	...	...	7
...	...	...	...	...	...	8
...	...	...	...	...	...	9
...	...	...	...	...	...	10
...	...	...	...	...	...	11
...	...	...	...	...	...	12
243	56	...	123	43,434	931,667	13
2,852	...	...	1,868	282,918	5,609,428	14
...	...	54,317	319	110,806	2,033,701	15
222	38,710	11,605,272	69,577	866,759	18,477,087	16
27	...	...	14	4,879	115,448	17
27	...	111	14	1,235	33,226	18
...	...	...	...	9,918	295,586	19
...	...	...	...	3,740	79,096	20
...	...	842,856	5,017	5,017	151,180	21
2,838	...	...	1,419	356,050	7,204,397	22
956	...	1,336,020	10,021	61,993	994,096	23
220	...	...	110	13,545	292,045	24
...	...	...	...	1,657	33,111	25
...	...	...	...	9,524	137,759	26
...	...	...	...	171	3,706	27
8	...	...	4	360	10,016	28
26	...	...	13	4,742	98,093	29
2	289	...	4	5,418	137,692	30
...	...	...	...	...	...	31
...	...	...	...	...	...	32
...	...	208	1	1,065	36,886	33
...	...	...	...	3,760	78,645	34
...	...	...	...	9,155	201,990	35
...	...	...	...	14,310	245,286	36
...	...	...	...	3,771	67,625	37
...	...	...	...	1,179	28,755	38
...	...	...	...	83	2,359	39
...	...	675	4	3,684	70,026	40
...	...	...	...	9,045	141,662	41
...	...	...	...	1,073	36,968	42
...	...	...	...	17,650	400,996	43
22	...	...	11	10,414	202,036	44
92	...	697,860	4,200	5,551	114,203	45
74	...	...	37	1,239	30,873	46
...	...	...	...	13,040	279,778	47
8,813	39,453	14,537,474	93,362	2,088,087	42,333,309	

TABLE 14.—Summary of Consumption of Fuel by

TABLEAU 14.—Etat de la consommation de combustible par

No. — N°	Name of Railway. — Nom du chemin de fer.	Consumption of Fuel by Mixed Locomotives.—			
		Coal—Tons.—Houille—tonnes.			
		Anthracite.	Bituminous. — Bitumineuse	Unclassified — Non-classifiée.	Total.
1	Algoma Central and Hudson Bay		764		764
2	Algoma Eastern		31		31
3	Alberta and Great Waterways		1,766		1,766
4	Atlantic, Quebec and Western		1,685		1,685
5	British Yukon		702		702
6	Canada and Gulf Terminal		1,733		1,733
	Canadian National Railways—				
7	Intercolonial		34,143		34,143
8	P. E. Island		10,272		10,272
9	International of New Brunswick		4,765		4,765
10	Elgin and Havelock	875			875
11	Moncton and Buctouche		1,894		1,894
12	Salisbury and Albert	2,174			2,174
13	St. Martin's		752		752
14	St. John and Quebec		4,668		4,668
15	York and Carleton		706		706
16	Transcontinental		26,585		26,585
17	Canadian Northern		118,053		118,053
18	Canada Southern		8,379		8,379
19	Canadian Pacific		111,824		111,824
20	Cape Breton		998		998
21	Central Canada		917		917
22	Central Vermont		1,482		1,482
23	Cumberland		1,332		1,332
24	Dominion Atlantic		6,146		6,146
25	Eastern British Columbia		647		647
26	Edmonton, Dunvegan and B.C.		702		702
27	Esquimalt and Nanaimo				
28	Grand Trunk		39,797		39,797
29	Grand Trunk Pacific		8,255		8,255
30	Grand Trunk Pacific Branch Lines		15,594		15,594
31	Essex Terminal				
32	Quebec Rly., Light and Power Co.				
33	Hereford		2,703		2,703
34	Kettle Valley		2,050		2,050
35	Lotbiniere and Megantic		1,137		1,137
36	Maine Central		397		397
37	Manitoba Great Northern		1,046		1,046
38	Maritime Coal, Ry. and Power		4,000		4,000
39	Massawippi Valley		8,953		8,953
40	Montreal and Atlantic		6,145		6,145
41	Morrissey, Fernie and Michel		2,652		2,652
42	New Westminster Southern				
43	Quebec Central		13,205		13,205
44	Quebec, Montreal and Southern		3,592		3,592
45	Quebec Oriental		1,595		1,595
46	Red Mountain		590		590
47	Sydney and Louisburg		959		959
48	Temiscouata		9,598		9,598
49	Temiskaming and Northern Ontario		3,808		3,808
50	Toronto, Hamilton and Buffalo		18,998		18,998
51	Vancouver, Victoria and Eastern		2,498		2,498
52	Victoria Terminal		80		80
53	Wabash (in Canada)				
	Total	3,049	488,598		491,647

Locomotives, for the Year ending June 30, 1919—Continued.

les locomotives pendant l'exercice terminé le 30 juin 1919—suite.

Combustible consumé par les locomotives des trains mixtes.				Total Fuel Consumed. — Total de la consommation.	Miles run. — Milles parcourus.	No. — N°
Wood, Charcoal, Oil.—Bois, charbon de bois, pétrole.						
Wood.—Cords. — Bois—cordes.	Charcoal—Bush — Charbon de bois—boiss.	Oil—Gallons. — Pétrole—gallons	Total. Tons—tonnes.			
....	....	....	....	764	12,989	1
....	....	....	....	31	55,761	2
....	....	....	....	1,766	22,367	3
....	....	....	....	1,685	25,549	4
20	....	....	10	712	48,098	5
....	....	....	....	1,733	22,464	6
197	68	....	99	34;242	487,758	7
4	....	....	2	10,274	245,858	8
....	28	....	14	4,779	76,668	9
15	....	....	9	884	17,731	10
19	....	....	10	1,904	25,688	11
11	....	....	6	2,180	35,692	12
18	....	....	9	761	22,738	13
19	....	....	19	4,677	81,112	14
14	....	....	7	713	15,263	15
149	35	....	74	26,659	379,792	16
1,088	....	....	658	118,711	2,017,822	17
165	....	3,900	105	8,484	144,365	18
24	4,208	518,616	3,141	114,965	2,008,554	19
....	....	....	....	998	19,406	20
....	....	....	....	917	9,992	21
3	....	....	2	1,484	31,991	22
....	....	....	....	1,332	32,166	23
....	....	....	....	6,146	96,700	24
....	....	....	....	647	7,512	25
....	....	....	....	702	7,911	26
....	....	36,456	217	217	4,180	27
318	....	....	159	39,956	719,410	28
152	....	....	76	8,331	121,586	29
256	....	....	128	15,722	351,708	30
....	....	....	....	....	....	31
....	....	....	....	....	....	32
....	....	....	....	2,703	46,114	33
....	....	....	....	2,050	25,173	34
....	....	....	....	1,137	19,000	35
....	....	....	....	397	6,205	36
18	....	142	10	1,056	24,178	37
....	....	....	....	4,000	24,645	38
....	....	....	....	8,953	148,769	39
2	326	....	4	6,149	155,829	40
....	....	....	....	2,652	26.303	41
3	....	20,858	126	126	2,610	42
....	....	....	....	13,205	248,831	43
....	....	....	....	3,592	64,444	44
....	....	....	....	1,595	31,895	45
8	....	....	4	594	6,356	46
....	....	....	....	959	33,040	47
....	....	....	....	9,598	152,004	48
....	....	....	....	3,808	56,708	49
73	....	....	37	19,035	303,525	50
71	....	481,740	2,904	5,402	87,607	51
....	....	....	....	80	1,840	52
....	....	....	....	....	....	53
2,647	4,665	1,061,712	7,820	499,467	8,617,717	

TABLE 14.—Summary of Consumption of Fuel by Locomotives,

TABLEAU 14.—Etat de la consommation de combustible par les

No. — N°.	Name of Railway. — Nom du chemin de fer.	Consumption of fuel used by switching locomotives — Combustible consumé par les locomotives de			
		Coal—Tons.—Houille—tonnes.			
		Anthracite.	Bituminous — Bitumineuse	Unclassified — Non classifiée.	Total.
1	Algoma Central and Hudson Bay	....	7,677	....	7,677
2	Atlantic Quebec and Western	....	415	....	415
3	Brandon, Saskatchewan and Hudson Bay	....	138	....	138
4	Canada and Gulf Terminal	....	31	....	31
	Canadian National—				
5	Intercolonial	....	120,628	....	120,628
6	P. E. Island	....	2,538	....	2,538
7	International of New Brunswick	....	....	....	....
8	Elgin and Havelock	....	....	....	....
9	Moncton and Buctouche	....	....	....	....
10	Salisbury and Albert	....	....	....	....
11	St. Martins	....	....	....	....
12	St. John and Quebec	....	....	....	....
13	York and Carleton	....	....	....	....
14	Transcontinental	....	30,890	....	30,890
15	Canadian Northern	....	181,570	....	181,570
16	Canada Southern	....	64,626	....	64,626
17	Canadian Pacific	....	452,030	....	452,030
18	Central Vermont	....	853	....	853
19	Crow's Nest Southern	....	753	....	753
20	Cumberland	....	1,179	....	1,179
21	Dominion Atlantic	....	3,036	....	3,036
22	Eastern British Columbia	....	1,436	....	1,436
23	Edmonton, Dunvegan and British Columbia	....	1,367	....	1,367
24	Essex Terminal	....	1,000	....	1,000
25	Esquimalt and Nanaimo	....	....	....	....
26	Grand Trunk	....	380,393	....	380,393
27	Grand Trunk Pacific	....	7,362	....	7,362
28	Grand Trunk Pacific Branch Lines	....	6,311	....	6,311
29	Hereford	....	654	....	654
30	Kettle Balley	....	1,089	....	1,089
31	Cape Breton	....	....	....	....
32	Lotbiniere and Megantic	....	....	....	....
33	Maine Central	....	....	....	....
34	Massawappi Valley	....	....	....	....
35	Manitoba Great Northern	....	229	....	229
36	Midland of Manitoba	....	1,233	....	1,233
37	Montreal and Atlantic	....	4,176	....	4,176
38	Nelson and Fort Sheppard	....	59	....	59
39	Ottawa and New York	....	1,160	....	1,160
40	Pere Marquette	....	11,958	....	11,958
41	Quebec Central	....	8,892	....	8,892
42	Quebec, Montreal and Southern	....	3,489	....	3,489
43	Quebec Oriental	....	686	....	686
44	Quebec Ry. Light and Power	....	472	....	472
45	Red Mountain	....	141	....	141
46	Roberval—Saguenay	....	725	....	725
47	Sydney and Louisburg	....	11,324	....	11,324
48	Temiskaming and Northern Ontario	....	9,599	....	9,599
49	Vancouver, Victoria and Eastern	....	701	....	701
	Total	....	1,320,820	....	1,320,820

for the year ending June 30, 1919—Continued.

locomotives pendant l'exercice terminé le 30 juin 1919—suite.

of all classes.

manœuvre, de toutes classes.

Wood, Charcoal, Oil.—Bois, charbon de bois, pétrole.				Total fuel consumed. — Total de la consommation.	Miles run. — Milles parcourus.	No. — N°.
Wood—Cords. — Bois—cordes.	Charcoal—Bush — Charbon de bois—boiss.	Oil—Gallons. — Pétrole—gallons	Total—Tons. — Total—tonnes.			
....	....	....	....	7,677	144,778	1
....	....	....	....	415	9,795	2
2	....	....	1	139	2,682	3
....	....	....	....	31	288	4
699	240	....	352	120,980	2.288,017	5
1	....	....	....	2,538	99,081	6
....	....	....	....	....	....	7
....	....	....	....	....	....	8
....	....	....	....	....	....	9
....	....	....	....	....	....	10
....	....	....	....	....	....	11
....	....	....	....	....	....	12
....	....	....	....	....	....	13
173	40	....	86	30,976	444,064	14
2,024	....	....	820	182,390	2,516,945	15
41	....	26,292	176	64,802	984,328	16
101	17,583	849,576	5,283	457,313	8,392,563	17
7	....	....	4	857	29,462	18
10	....	44	6	759	13,020	19
....	....	....	....	1,179	28,482	20
....	....	....	....	3,036	142,597	21
....	....	....	....	1,436	16,671	22
....	....	....	....	1,367	43,634	23
....	....	....	....	1,000	15,000	24
....	....	189,840	1,130	1,130	43,242	25
3,044	....	....	1,522	381,915	6,629,849	26
64	....	1,212,400	8,692	16.054	501,963	27
90	....	....	45	6,356	155,819	28
....	....	....	....	654	15,498	29
....	....	....	....	1,089	19,721	30
....	....	....	....	....	....	31
....	....	....	....	....	....	32
....	....	....	....	....	....	33
....	....	....	....	....	....	34
4	....	....	2	231	4,565	35
48	....	....	24	1,257	37,049	36
1	235	....	3	4,179	112,143	37
....	....	....	....	59	1,872	38
....	....	....	....	1,160	19,246	39
....	....	....	....	11,958	274,479	40
....	....	....	....	8,892	168,500	41
....	....	....	....	3,489	62,586	42
....	....	....	....	686	17,153	43
....	....	....	....	472	13,457	44
....	....	....	....	141	2,376	45
40	....	....	20	745	17,228	46
....	....	....	....	11,324	390,296	47
....	....	....	....	9,599	214,822	48
108	....	1,101,612	6,612	7,313	132,776	49
6,457	18,098	3,379,764	24,778	1,345,598	24,006,047	

TABLE 14.—Summary of Consumption of Fuel by Locomotives;

TABLEAU 14.—État de la consommation de houille par les

No. — N°	Name of Railway. — Nom du chemin de fer.	Consumption of Fuel by Special — Combustible consommé par les locomotives			
		Coal—Tons.—Houille—tonnes.			
		Anthracite.	Bituminous. — Bitumineuse.	Unclassified — Non-classifiée.	Total.
1	Algoma Central and Hudson Bay	....	4,548	....	4,548
2	Alberta and Great Waterways	....	46	....	46
3	Atlantic, Quebec and Western	....	144	....	144
4	Brandon, Saskatchewan and Hudson Bay	....	147	....	147
5	British Yukon	....	230	....	230
6	Canada and Gulf Terminal	....	29	....	29
	Canadian National Railways—				
7	Intercolonial	....	36,728	....	36,728
8	P. E. Island	....	1,370	....	1,370
9	International of New Brunswick	....	1,789	....	1,78
10	Elgin and Havelock	71	....	....	71
11	Moncton and Buctouche	....	169	....	169
12	Salisbury and Albert	454	....	....	454
13	St. Martin's	....	....	....	....
14	St. John and Quebec	....	131	....	131
15	York and Carleton	....	142	....	142
16	Transcontinental	....	22,768	....	22,768
17	Canadian Northern	....	77,730	....	77,730
18	Canadian Southern	....	3,499	....	3,499
19	Canadian Pacific	....	79,207	....	79,207
20	Central Canada	....	38	....	38
21	Crow's Nest Southern	....	171	....	171
22	Dominion Atlantic	....	864	....	864
23	Eastern British Columbia	....	63	....	63
24	Edmonton, Dunvegan and B.C	....	333	....	333
25	Esquimalt and Nanaimo	....	....	....	....
26	Grand Trunk	....	38,281	....	38,281
27	Grand Trunk Pacific	....	27,212	....	27,212
29	Grand Trunk Pacific Branch Lines	....	9,624	....	9,624
29	Hereford	....	114	....	114
30	Kettle Valley	....	4,348	....	4,348
31	Fredericton and Grand Lake Coal and Rly. Co.	....	....	....	....
32	Victoria Terminal Rly. and Ferry Co	....	....	....	....
33	Lotbiniere and Megantic	....	25	....	25
34	Midland of Manitoba	....	10	....	10
35	Montreal and Atlantic	....	324	....	324
36	Nelson and Fort Sheppard	....	193	....	193
37	Ottawa and New York	....	96	....	96
38	Pere Marquette	....	465	....	465
39	Quebec Central	....	2,609	....	2,609
40	Quebec, Montreal and Southern	....	837	....	837
41	Quebec Oriental	....	618	....	618
42	Quebec Rly., Light and Power	....	26	....	26
43	Red Mountain	....	8	....	8
44	Sydney and Louisburg	....	273	....	273
45	Temiskaming and Northern Ontario	....	2,970	....	2,970
46	Toronto, Hamilton and Buffalo	....	1,860	....	1,860
47	Vancouver, Victoria and Eastern	....	1,006	....	1,006
48	Wabash	....	295	....	295
	Total	525	321,340	....	321,865

for the Year ending June 30, 1919—Concluded.

ocomotives, pendant l'exercice terminé le 30 juin 1919—Fin.

and Non-revenue Locomotives.
—
spéciales et non-productrices, de toutes classes.

Wood, Charcoal, Oil.—Bois, charbon de bois, pétrole.				Total fuel consumed. — Total de la consommation.	Miles run. — Milles parcourus.	No. — N°
Wood—Cords. — Bois—cordes.	Charcoal—Bush. — Charbon de bois—boiss.	Oil—Gallons. — Pétrole—gallons	Total. Tons—tonnes.			
...	...	...	...	4,548	86,708	1
...	...	...	...	46	599	2
...	...	...	...	144	2,178	3
2	...	...	1	148	1,839	4
8	...	...	4	234	1,657	5
...	...	...	...	29	288	6
212	73	...	106	36,834	533,014	7
1	...	...	...	1,370	41,311	8
12	...	...	6	1,795	35,626	9
1	...	...	6	71	1,272	10
1	...	...	...	169	2,654	11
3	...	...	1	455	7,254	12
...	...	...	...	...	...	13
1	...	...	...	131	2,657	14
4	...	...	2	144	3,721	15
128	30	...	64	22,832	327,088	16
539	...	...	270	78,000	1,248,492	17
...	...	2,889	17	3,516	109,182	18
19	3,382	1,059,408	6,350	85,557	1,614,482	19
...	...	...	...	38	626	20
2	...	8	1	172	2,351	21
...	...	...	...	864	17,635	22
...	...	...	...	63	730	23
...	...	...	...	333	15,267	24
...	...	134,736	802	802	18,613	25
306	...	...	153	38,434	761,381	26
480	...	221,060	1,819	29,031	440,788	27
156	...	...	78	9,702	127,214	28
...	...	...	...	114	1,674	29
...	...	...	...	4,348	71,347	30
...	...	...	...	...	...	31
...	...	...	...	...	...	32
...	...	...	...	25	600	33
...	...	...	...	10	134	34
...	...	...	...	324	8,018	35
...	...	...	...	193	3,078	36
...	...	...	...	96	1,060	37
...	...	...	...	465	8,179	38
...	...	...	...	2,609	62,931	39
...	...	...	...	837	15,026	40
...	...	...	...	618	12,067	41
...	...	...	...	26	738	42
...	...	...	...	8	126	43
...	...	...	...	273	9,425	44
...	...	...	...	2,970	41,095	45
20	...	...	10	1,870	26,834	46
22	...	125,644	757	1,763	27,830	47
...	...	...	...	295	10,936	48
1,917	3,485	1,543,745	10,441	332,306	5,705,725	

TABLE 15.—Summary of Accidents to Persons for the Year

A. Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

Number.—Numéro.	Name of Railway¹. — Nom du chemin de fer.	PASSENGERS—VOYAGEURS. Kind of Accident.— Collisions. — Collisions.		Derailments. — Déraillements.		Parting of trains. — Rupture des trains.		Locomotives or cars breaking down. — Locomotive ou wagons démolis.		Falling from trains, locomotives or cars. — Tombés des trains, locomotives ou wagons.	
		Killed.—Tués.	Injured.—Blessés.	Killed.—Tués.	Injured.—Blessés.	Killed.—Tués.	Injured.—Blessés.	Killed.—Tués.	Injured.—Blessés.	Killed.—Tués.	Injured.—Blessés.
1	Canada Southern										
2	Canadian Pacific	2	6							3	15
3	Central Canada										
4	Central Vermont										
5	Can. National. Rys.—										
6	Intercolonial								2		
7	Canadian Northern				11				3		
8	Edmonton, Dunvegan and B.C.				4						
9	Grand Trunk		19		106		1		3		3
10	Grand Trunk Pacific										
11	Grand Trunk Pacific Branch lines										2
12	Massawippi Valley										
13	Quebec Central										1
14	St. Lawrence and Adirondack				2						
15	Vancouver, Victoria and Eastern										1
16	Wabash				7						
17	Canadian National:—										
18	Transcontinental										1
	Total	2	25		130		1		8	3	23

Postal Clerks, Express and Pullman Employees.—Courriers postaux, employés des messageries et des wagons-lits.

	Killed. — Tués.	Injured. — Blessés.
Canadian Pacific		8
Canadian National:—		
Intercolonial	2	14
Transcontinental		6
Canadian Northern		23
Grand Trunk		28
Montreal and Atlantic		1
	2	80

ending June 30, 1919, showing Kind of Accident.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.

trains, des locomotives ou wagons.

PASSENGERS—VOYAGEURS. Nature de l'accident. Jumping on or off trains, locomotives or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives or cars. — Frappés par les trains, les locomotives ou les wagons. At highway crossings. — Aux passages à niveau.		At Stations. — Aux gares.		All other points along track. — A d'autres points de la voie.		Other causes. — Autres causes.		Total. Accidents to passengers. — Total. des accidents aux voyageurs.		Number.—Numéro.
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
	4										4	1
4	14		1		1	1	2	15	20	25	59	2
1										1		3
									2		2	4
												5
1	2		1						4	1	9	6
2	4						1		6	2	25	7
									2		6	8
1	11			1	1				22	2	166	9
	3										3	10
											2	11
	1										1	12
	2								2		5	13
	1			1						1	3	14
											1	15
											7	16
												17
2	1								1	2	3	18
11	43		2	2	2	1	3	15	59	34	296	

TABLE 15.—Summary of Accidents to Persons for the Year

A.—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—TRAINMEN.—PERSONNEL DE LA TRACTION.

No.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—									
		Coupling or uncoupling. — Attelant ou dételant des wagons.		Collisions. — Collisions.		Derailments — Déraillements.		Parting of Trains. — Rupture des trains.		Locomotives or cars breaking down. — Locomotives ou wagons démolis.	
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Algoma Central and Hudson Bay..	......	2	......	......	......	1	......	......	......	......
2	Canada Southern..................	1	4	2	1	1	2	......	12	......	......
3	Canadian Pacific..................	4	49	7	26	1	15	......	7	2	9
4	Central Vermont..................	......	......	......	......	......	......	......	......	......	......
5	Crow's Nest Southern............	......	......	......	......	......	2	......	......	......	......
	Canadian National Railways—										
6	Intercolonial..................	......	10	......	7	1	4	......	1	......	......
7	International of N.B...........	......	1	......	......	......	......	......	......	......	......
8	St. Martin's..................	......	......	......	......	......	......	......	......	......	......
9	Transcontinental..............	......	7	......	6	1	1	......	3	......	......
10	Canadian Northern...............	2	16	3	14	8	26	......	......	1	8
11	Dominion Atlantic...............	......	1	......	......	......	2	......	1	......	......
12	Edmonton, Dunvegan and B.C.....	......	1	......	......	......	1	......	......	......	......
13	Esquimalt and Nanaimo...........	......	1	......	......	......	......	......	......	......	......
14	Grand Trunk......................	1	43	......	34	3	35	......	6	......	13
15	Grand Trunk Pacific..............	......	2	......	1	......	1	......	......	......	1
16	Grand Trunk Pacific Branch Lines	......	......	......	......	......	......	......	......	......	......
17	Kettle Valley.....................	......	1	......	......	......	2	......	......	......	......
18	Massawippi Valley................	......	1	......	......	......	1	......	......	......	......
19	Montreal and Atlantic............	......	......	......	......	......	......	......	......	......	......
20	Morrissey, Fernie and Michel......	......	......	......	......	......	......	......	......	......	......
21	Napierville Junction..............	......	......	......	......	......	......	......	......	......	......
22	Nelson and Fort Sheppard.........	......	......	......	......	......	......	......	......	......	......
23	Ottawa and New York............	......	......	......	......	......	......	......	......	......	......
24	Pere Marquette....................	......	......	......	......	......	......	......	......	......	1
25	Quebec Central....................	......	4	......	......	......	......	......	......	......	......
26	Quebec, Montreal and Southern....	......	2	......	......	......	1	......	......	......	......
27	Roberval-Saguenay...............	......	......	......	......	......	......	......	......	......	......
28	St. Lawrence and Adirondack......	......	1	......	1	......	......	......	......	......	......
29	Sydney and Louisburg.............	......	4	......	......	......	......	......	......	......	......
30	Temiscouata......................	......	1	......	......	......	......	......	......	......	......
31	Temiskaming and Northern Ontario.........................	......	4	......	......	......	1	......	......	......	......
32	Toronto, Hamilton and Buffalo....	......	1	......	1	......	1	......	1	......	......
33	Vancouver, Victoria and Eastern...	......	1	......	......	......	......	......	......	......	......
34	Wabash...........................	......	1	3	1	......	......	......	......	......	......
	Total...............	8	158	15	92	15	96	......	31	3	32

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

trains, des locomotives ou wagons.

EMPLOYEES—TRAINMEN.—PERSONNEL DE LA TRACTION.

Nature de l'accident.												
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.		Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains locomotives or wagons.		Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.		Overhead obstructions. — Obstructions au-dessus de la voie.		Other causes. — Autres causes.		Total.		No.
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blesses.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
			3						1		7	1
	14		10		3				17	4	63	2
8	77	1	58	4	15	1	10	3	173	31	439	3
									2		2	4
									1		3	5
2	10		7	1	1		2	1	32	5	74	6
			1						2		3	7
											1	8
	8		6	1	4		4	2	6	4	45	9
	26		13	1	9	1	4	1	30	17	146	10
	1		1						3		9	11
			1						3		6	12
											1	13
6	31		62	1	12		3	1	131	12	370	14
	12		2		3				13		35	15
			1		2				7		10	16
			1						1		5	17
									1		3	18
	1		1						1		3	19
									1		1	20
	1								1		2	21
									3		3	22
									1		1	23
	5		1						20		27	24
	6								4		14	25
	1						1		4		9	26
	1								1		2	27
			2								4	28
			2						1		7	29
											1	30
	1		2		1				1		10	31
	1		1		1				3		10	32
	3		2		1				9		16	33
	7		4	1	2				22	4	37	34
16	206	1	181	9	54	2	24	8	495	77	1,369	

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—SWITCH TENDERS, CROSSING TENDERS AND WATCHMEN.

Number—Numéro.	Name of Railway.—Nom du chemin de fer.	Kind of Accident.—									
		Coupling or uncoupling.—Attelant ou dételant les wagons.		Collisions.—Collisions.		Derailments.—Déraillements.		Parting of trains.—Rupture de trains.		Locomotives or cars breaking down.—Locomotives ou wagons démolis.	
		Killed.—Tués.	Injured.—Blessés.	Killed.—Tués.	Injured.—Blessés.	Killed.—Tués.	Injured.—Blessés.	Killed.—Tués.	Injured.—Blessés.	Killed.—Tués.	Injured.—Blessés.
1	Canada Southern	......	......	......	......	......	......	......	......	......	......
2	Canadian Pacific	......	1	......	......	......	......	......	......	......	......
	Canadian National Railways—										
3	Transcontinental	......	......	......	......	......	......	......	......	......	......
4	Canadian Northern	......	......	......	......	1	......	......	......	......	......
5	Grand Trunk	......	1	......	......	......	......	......	......	......	......
6	Grand Trunk Pacific	......	......	......	......	......	......	......	......	......	......
7	Grand Trunk Pacific Branch Lines	......	......	......	......	......	......	......	......	......	......
8	Kettle Valley	......	......	......	......	......	......	......	......	......	......
9	Père Marquette	......	......	......	......	......	......	......	......	......	......
10	Toronto, Hamilton and Buffalo	......	......	......	......	......	......	......	......	......	......
11	Wabash	......	......	......	......	......	......	......	......	......	......
	Total	......	2	......	......	1	......	......	......	......	......

ending June 30, 1919, showing kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

trains, locomotives ou wagons.

AIGUILLEURS, GARDES-BARRIÈRES ET SURVEILLANTS.

Nature de l'accident.										Total.		Number | Numéro.
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.		Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains locomotives ou wagons.		Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.		Overhead obstructions. — Obstructions au-dessus de la voie.		Other causes. — Autres causes.				
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
......	......	......	......	......	......	......	......	......	1	......	1	1
1	4	......	7	......	......	......	......	1	6	2	18	2
......	......	......	......	......	......	1	......	......	......	1	......	3
......	......	......	......	1	......	......	......	......	......	2	......	4
......	1	......	3	1	2	......	......	......	1	1	8	5
......	1	......	1	......	......	......	1	......	3	......	6	6
......	......	......	......	......	......	......	......	......	1	......	1	7
1	......	......	......	......	......	......	......	......	......	1	......	8
......	......	......	......	......	......	......	......	......	1	......	1	9
......	1	......	......	......	......	......	......	......	......	......	1	10
......	......	......	......	......	......	......	......	......	1	......	1	11
2	7	......	11	2	2	1	1	1	14	7	37	

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the Movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—STATION MEN.

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—									
		Coupling or uncoupling. — Attelant ou dételant les wagons.		Collisions. — Collisions.		Derailments. — Déraillements.		Parting of trains. — Rupture de trains.		Locomotives or cars breaking down. — Locomotives ou wagons démolis.	
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Canadian Pacific										
2	Canadian National Railways—										
3	Intercolonial		4								
4	Transcontinental										
5	Canadian Northern						1				
6	Grand Trunk					1					
7	Grand Trunk Pacific		1								
8	Temiskaming and Northern Ontario										
9	Wabash										
	Total		5			1	1				

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, locomotives ou wagons.

EMPLOYÉS DES GARES.

Nature de l'accident.										Total.		Number—Numéro.
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.		Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.		Overhead obstructions. — Obstructions au-dessus de la voie.		Other causes. — Autres causes.				
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
......	1	1	3	1	....	....	1	....	2	2	7	1
												2
1	2	....	1	....	2	....	....	....	4	1	13	3
......	....	....	2	....	....	....	....	....	1	....	3	4
......	....	....	2	....	....	....	....	....	1	....	4	5
......	....	....	....	1	1	....	....	....	1	2	1	6
......	....	....	....	....	....	....	....	....	....	....	1	7
......	....	....	....	1	1	....	....	....	....	1	1	8
......	....	....	....	....	1	....	....	....	....	....	1	9
1	3	1	8	3	5	....	1	....	9	6	31	

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—SHOPMEN.—

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—									
		Coupling or uncoupling. — Attelant ou dételant les wagons.		Collisions. — Collisions.		Derailments. — Déraillements.		Parting of trains. — Rupture de trains.		Locomotives or cars breaking down. — Locomotives ou wagons démolis.	
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tés.	Injured. — Blessés.
1	Canadian Pacific	1	2	.....	1	.....	.....	.....	.....	.....	3
2	Canadian National Railway—										
3	Intercolonial	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
4	International of N.B.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Transcontinental	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
6	Canadian Northern	.....	.....	.....	3	.....	2	.....	.....	.....	.....
7	Grand Trunk	.....	1	.....	3	.....	.....	.....	.....	.....	.....
8	Grand Trunk Pacific	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
9	Montreal and Atlantic	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
10	Quebec, Montreal and Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total	1	3	.....	11	.....	3	.....	.....	.....	3

ending June 30, 1919, showing the Kind of Accident.—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

trains, locomotives ou wagons.

OUVRIERS DES ATELIERS.

Nature de l'accident.												
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.		Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.		Overhead obstructions. — Obstructions au-dessus de la voie.		Other causes. — Autres causes.		Total.		Number—Numéro.
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
......	4	......	8	......	2	......	......	1	16	2	36	1
												2
......	1	......	......	......	2	......	......	......	2	......	6	3
......	......	......	1	......	......	......	......	......	......	......	1	4
......	3	......	2	......	1	1	1	......	3	1	12	5
......	3	......	......	......	......	1	......	......	6	1	14	6
......	......	......	1	......	3	......	1	1	3	1	12	7
......	2	......	......	......	1	......	......	......	4	......	8	8
......	......	......	......	......	......	......	......	......	......	......	1	9
......	......	......	......	......	1	......	......	......	2	......	3	10
......	......	......	......	......	......	......	......	......	1	......	1	11
......	13	......	12	......	10	2	2	2	37	5	94	

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement.

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—TRACKMEN.—

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—									
		Coupling or uncoupling. — Attelant ou dételant les wagons.		Collisions. — Collisions.		Derailments. — Déraillements.		Parting of trains. — Rupture de trains.		Locomotives or cars breaking down. — Locomotives ou wagons démolis.	
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Algoma Central and Hudson Bay..	......	......	......	......	......	......	......	......	......	......
2	Canada Southern..................	......	......	......	......	......	......	......	......	......	......
3	Canadian Pacific...................	......	......	1	3	......	7	......	2	......	1
4	Canadian National Railways—										
5	Intercolonial..................					......	7	......	......	......	......
6	International of N.B...........	......	......	......	......	......	......	......	......	......	......
7	St. Martin's....................	1	......	......	......	......	......	......	......	......	......
8	Transcontinental...............	......	......	......	1	......	1	......	......	......	......
9	Canadian Northern............	......	......	......	1	1	7	......	......	......	......
10	Grand Trunk.......................	......	......	......	4	......	1	......	......	......	......
11	Grand Trunk Pacific...............	......	......	......	......	......	2	......	......	......	1
12	Grand Trunk Pacific Branch Lines	......	......	......	......	......	6	......	......	......	......
13	Hereford..........................	......	......	......	......	......	......	......	......	......	......
14	Kettle Valley........................	......	......	......	1	......	......	......	......	......	......
15	Massawippi Valley.................	......	......	......	......	......	......	......	......	......	......
16	Quebec Central.....................	......	......	......	......	......	......	......	......	......	......
17	Sydney and Louisburg............	......	1	......	......	......	......	......	......	......	......
18	Temiskaming and Northern Ontario..........................	......	......	......	......	......	......	......	......	......	......
19	Toronto, Hamilton and Buffalo....	......	......	......	......	......	......	......	......	......	......
20	Vancouver, Victoria and Eastern...	......	......	......	......	......	......	......	......	......	......
21	Wabash..............................	1	......	......	......	......	......	......	......	......	......
	Total....................	2	1	1	10	1	31	......	2	......	2

ending June 30, 1919, showing the Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, locomotives ou wagons.

OUVRIERS DES VOIES.

Nature de l'accident.										Total.		Number—Numéro.
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.		Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.		Overhead obstructions. — Obstructions au-dessus de la voie.		Other causes. — Autres causes.				
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
1	1	....	....	....	....	....	....	....	....	1	1	1
......	....	....	1	1	1	....	....	....	....	1	2	2
1	21	....	8	13	12	....	....	2	16	17	70	3
......	....	....	....	5	6	....	1	4	1	9	15	5
......	....	....	....	....	1	....	....	....	1	....	2	6
......	....	....	....	....	....	....	....	....	1	1	1	7
......	....	....	....	1	2	....	....	....	3	1	7	8
1	6	....	1	4	11	....	2	5	8	11	36	9
......	3	....	2	3	3	....	....	....	3	3	16	10
......	6	....	....	1	5	....	....	....	1	1	15	11
2	2	....	....	....	....	....	....	....	3	2	11	12
......	....	....	....	....	1	....	....	....	....	....	1	13
......	....	....	....	....	....	....	....	....	....	....	1	14
......	1	....	....	....	....	....	....	....	....	......	1	15
......	....	....	1	1	....	....	....	....	6	1	7	16
......	....	....	1	....	....	....	....	....	2	....	4	17
......	....	....	....	....	1	....	....	....	2	....	3	18
......	2	....	1	....	2	....	....	....	....	....	5	19
......	....	....	....	1	2	....	....	....	....	1	2	20
......	1	....	....	....	....	....	....	....	....	1	1	21
5	43	....	15	30	47	....	3	11	47	50	201	

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

EMPLOYEES—TELEGRAPH EMPLOYEES.

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—									
		Coupling or uncoupling. — Attelant ou dételant les wagons.		Collisions. — Collisions.		Derailments. — Déraillements.		Parting of trains. — Rupture de trains.		Locomotives or cars breaking down. — Locomotives ou wagons démolis.	
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Canada Southern						1				
2	Canadian Pacific						1				
3	Canadian National—										
4	Intercolonial						1				
5	International										
6	Canadian Northern						1				
7	Grand Trunk										
8	Grand Trunk Pacific				1		1				
9	Grand Trunk Pacific Branch Lines				1						
10	Vancouver, Victoria and Eastern										
11	Transcontinental										
	Total				2		5				

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, locomotives ou wagons.

—TÉLÉGRAPHISTES.

Nature de l'accident.												
Falling from trains, locomotives, or cars. — Tombés des trains, locomotives ou wagons.		Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives, or cars. — Frappés par les trains, locomotives ou wagons.		Overhead obstructions. — Obstructions au-dessus de la voie.		Other causes. — Autres causes.		Total.		Number—Numéro.
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
											1	1
	1		2						2		6	2
												3
											1	4
									2		2	5
									1		2	6
									1		1	7
									3		5	8
											1	9
									1		1	10
			2	1					1	1	3	11
	1		4	1					11	1	23	

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux persons pour

A—Accidents résultant de la marche des

EMPLOYEES—OTHER EMPLOYEES.—

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—									
		Coupling or uncoupling. — Attelant ou dételant les wagons.		Collisions. — Collisions.		Derailments. — Déraillements.		Parting of trains. — Rupture de trains.		Locomotives or cars breaking down. — Locomotives ou wagons démolis.	
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Brandon, Saskatchewan and Hudson Bay	......	......	......	1	......	......	......	......	......	......
2	Canada Southern	......	......	......	......	......	......	......	1	......	......
3	Canadian Pacific	......	1	......	3	......	3	......	......	......	2
4	Crow's Nest Southern	......	......	......	......	......	......	......	......	......	......
	Canadian Government Railways—										
5	Intercolonial	......	......	......	4	......	......	......	......	......	......
6	Prince Edward Island	......	......	......	......	......	......	......	......	......	......
7	Transcontinental	......	......	......	5	......	1	......	......	......	......
8	Canadian Northern	......	......	......	4	......	3	......	......	......	......
9	Dominion Atlantic	......	......	......	......	......	......	......	......	......	......
10	Grand Trunk	......	1	......	1	......	......	......	......	......	......
11	Grand Trunk Pacific	......	......	......	......	......	1	......	......	......	......
12	Toronto, Hamilton and Buffalo	......	1	......	......	......	......	......	......	......	......
13	Wabash	......	......	......	......	......	......	......	......	......	......
	Total	......	3	......	18	......	8	......	1	......	2

ending June 30, 1919, showing Kind of Accident—Continued.

of trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, locomotives ou wagons.

AUTRES EMPLOYÉS.

Nature de l'accident.										Total..		Number—Numéro.
Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives, or cars— Frappés par les trains, locomotives ou wagons.						Other causes. — Autres causes.				
		At Highway Crossings. — Aux passages à niveau.		At Stations. — Aux gares.		At other points along track. — A d'autres endroits le long de la voie.						
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
......	......	......	......	......	......	......	......	......	......	......	1	1
......	......	......	......	......	......	......	......	......	......	......	1	2
......	10	1	5	1	6	......		......	22	2	52	3
......	......	......	1	......	......	......	......	......	......	......	1	4
......	......	......	......	1	......	......	1	......	1	1	6	5
......	......	......	......	......	......	......	......	......	......	......	......	6
......	1	......	1	......	......	......	......	......	1	......	9	7
......	2	......	1	......	2	......	1	......	9	......	22	8
......	......	......	......	......	......	......	......	......	1	......	1	9
......	......	......	2	1	......	......	......	......	3	1	7	10
......	......	......	......	......	......	......	......	......	1	......	2	11
......	......	......	......	1	......	......	......	......	1	1	2	12
......	......	......	......	......	......	......	......	......	1	......	1	13
......	13	1	10	4	8	......	2	......	40	5	105	

TABLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

OTHER PERSONS—TRESPASSING.—

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—									
		Collisions. — Collisions.		Derailments. — Déraillements.		Parting of trains. — Rupture de comvois.		Locomotives or cars breaking down. — Locomotives ou wagons trains.		Falling from trains, locomotives or cars. — Tombés des trains, locomotives ou wagons.	
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Canada Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Canadian Pacific	.....	.....	.....	.....	.....	.....	.....	.....	1	3
3	Canadian Nationa—										
4	Intercolonial	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
5	Transcontinental	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Esquimalt and Nanaimo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Grand Trunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
8	Grand Trunk Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Grand Trunk Pacific Branch Lines	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Kettle Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Montreal and Atlantic	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Morrissey, Fernie and Michel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Ottawa and New York	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Pere Marquette	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
15	Quebec Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Quebec, Montreal and Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	St. Lawrence and Adirondack	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Sydney and Louisburg	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Temiskaming and Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Toronto, Hamilton and Buffalo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Vancouver, Victoria and Eastern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Wabash	.....	.....	.....	.....	.....	.....	.....	.....	2	.....
23	Canadian Northern	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
	Total	.....	.....	1	.....	.....	.....	.....	.....	3	9

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite

trains, des locomotives ou wagons.

AUTRES PERSONNES—PASSANT INDÛMENT SUR LA VOIE.

Nature de l'accident.												
Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons.		Struck by trains, locomotives, or cars— Frappés par les trains, locomotives ou wagons.						Other causes. — Autres causes.		Total. — Total.		Number—Numéro.
		At Highway Crossings. — Aux passages à niveau.		At Stations. — Aux gares.		At other points along track. — A d'autres endroits le long de la voie.						
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
......	2	......	......	......	......	2	2	......	......	2	4	1
......	7	2	2	2	2	20	14	2	3	27	31	2
												3
1	......	3	......	......	......	8	4	......	......	12	5	4
......	......	......	......	......	......	2	2	......	3	2	5	5
......	......	......	......	......	1	......	2	......	......	......	3	6
5	14	5	6	2	1	21	17	2	......	35	42	7
......	......	1	3	......	1	1	......	......	......	2	4	8
......	......	......	......	......	......	......	1	......	1	......	2	9
......	......	......	......	......	......	......	1	......	......	......	1	10
......	......	......	......	......	......	......	......	......	1	......	1	11
......	......	......	......	......	......	......	......	1	......	1	......	12
......	1	......	......	......	......	......	......	......	......	......	1	13
......	1	......	......	......	......	......	......	......	......	......	2	14
......	......	......	......	......	1	1	1	......	......	1	2	15
......	......	......	......	......	......	1	1	......	......	1	1	16
......	......	......	......	......	......	1	......	......	......	1	......	17
......	......	......	......	......	......	1	......	......	......	1	......	18
......	......	......	......	......	......	......	......	......	2	......	2	19
......	......	......	......	......	......	1	1	......	......	1	1	20
......	......	......	2	1	2	......	......	......	......	1	4	21
......	......	......	......	......	3	......	......	1	......	3	3	22
3	2	8	7	2	1	8	7	......	2	22	19	23
9	27	19	20	7	12	67	53	6	12	112	133	

TaBLE 15.—Summary of Accidents to Persons for the Year

A—Accidents resulting from the movement

TABLEAU 15.—Sommaire des accidents aux personnes pour

A—Accidents résultant de la marche des

OTHER PERSONS—NOT TRESPASSING—

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Kind of Accident.—									
		Collisions. — Collisions.		Derailments. — Déraillements.		Parting of trains. — Rupture de trains.		Locomotives or cars breaking down. — Locomotives ou wagons démolis.		Falling from trains, locomotives or cars. — Tombés des trains, locomotives ou wagons.	
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Canada Southern	......	......	......	......	......	......	......	......	......	......
2	Canadian Pacific	......	1	......	......	......	......	......	......	......	1
3	Canadian National—										
4	Intercolonial	......	......	......	......	......	......	......	......	......	......
5	Transcontinental	......	......	......	......	......	......	......	......	......	......
6	Canadian Northern	......	......	......	......	......	......	......	......	......	......
7	Grand Trunk	......	......	......	......	......	......	......	......	......	......
8	Grand Trunk Pacific	......	......	......	1	......	......	......	......	......	....
9	Hereford	......	......	......	......	......	......	......	......	......	......
10	Midland of Manitoba	......	......	......	......	......	......	......	......	......	......
11	Montreal and Atlantic	......	......	......	......	......	......	......	......	......	......
12	Pere Marquette	......	......	......	......	......	......	......	......	......	......
13	Quebec Central	......	......	......	......	......	......	......	......	......	......
14	Toronto, Hamilton and Buffalo	......	......	......	......	......	......	......	......	......	......
15	Wabash	......	......	......	......	......	......	......	......	......	......
	Total	......	1	......	1	......	......	......	......	......	1

ending June 30, 1919, showing Kind of Accident—Continued.

of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident—suite.

trains, des locomotives ou wagons.

AUTRES PERSONNES—PASSANT DÛMENT SUR LA VOIE.

Nature de l'accident.								Other causes. — Autres causes.		Total. — Total.		Number—Numéro.
Jumping on or off trains, locomotives, or cars. — Sautant à bord ou en bas des trains, locomotives ou wagons		Struck by trains, locomotives, or cars.— Frappés par les trains, locomotives ou wagons.										
		At Highway Crossings. — Aux passages à niveau.		At Stations. — Aux gares.		At other points along track. — A d'autres endroits le long de la voie.						
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
......	....	1	2	....	....	....	1	....	....	1	3	1
......	3	20	17	2	....	1	4	....	9	23	35	2
												3
......	....	4	5	1	1	4	3	....	3	9	12	4
......	....	2	2	....	....	....	....	....	1	2	3	5
......	....	3	31	....	3	....	....	....	1	3	35	6
......	....	19	67	....	1	....	1	....	....	19	69	7
......	....	....	....	....	....	....	....	....	1	....	2	8
......	....	....	....	....	....	....	1	....	....	....	1	9
......	....	....	5	....	....	....	....	....	....	....	5	10
......	....	....	2	....	....	....	....	....	....	....	2	11
......	....	1	5	....	....	....	....	....	1	1	6	12
......	....	1	....	....	....	....	....	....	....	1	....	13
......	....	....	4	....	....	....	....	....	....	....	4	14
......	....	1	....	....	....	....	....	....	....	1	....	15
......	3	52	140	3	5	5	10	....	16	60	177	

TABLE 15.—Summary of Accidents to Persons for the Year

B—Accidents arising from causes other than those

TABLEAU 15.—Sommaire des accidents aux personnes pour

B—Accidents résultant de la marche des

EMPLOYEES—STATION MEN AND SHOPMEN.—

Number—Numéro.	Name of Railway. — Nom du chemin de fer. —	STATION MEN—EMPLOYÉS DES GARES									
		Kind of Accident.								Other causes. — Autres causes.	
		Handling traffic. — Manutention des marchandises.		Handling tools, machinery, etc. — Maniement des outils, machines, etc.		Handling supplies, etc. — Manutention des fournitures, etc.		Getting on or off locomotives or cars at rest. — Montant à bord ou descend. de loc. ou wa. imm.			
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Algoma Central and Hudson Bay		1								
2	Canada Southern		2							1	
3	Canadian Pacific		169		27		21		9	1	29
	Canadian National Railways—										
4	Intercolonial		4		2						
5	Prince Edward Island										
6	Transcontinental						1				1
7	Canadian Northern	1	2		2		3				1
8	Dominion Atlantic		1								
9	Edmonton Dunvegan and B.C.										
10	Grand Trunk		91				13				
11	Grand Trunk Pacific		1		3		2				6
12	Grand Trunk Pacific Branch Lines						1				
13	Kettle Valley										
14	Manitoba, Great Northern		2								
15	Midland of Manitoba										
16	Morrissey, Fernie and Michel										
17	Nelson and Fort Sheppard										
18	Ottawa and New York		1								
19	Père Marquette								1		
20	Quebec, Montreal and Southern										
21	Temiscouata										
22	Témiskaming and Northern Ontario		9		1						1
23	Toronto, Hamilton and Buffalo		2								2
24	Vancouver, Victoria and Eastern		9		1		1				1
25	Wabash								2		3
	Total	1	294		36		42		12	2	44

ending June 30, 1919, showing Kind of Accident.—Continued.

resulting from the movement of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

de la marche des trains, locomotives ou wagons.

EMPLOYÉS DES GARES ET DES ATELIERS.

Total.		SHOPMEN—EMPLOYÉS DES ATELIERS.												
		Nature de l'accident.										Total.		
		Handling traffic. — Manutention des marchandises.		Handling, tools, machinery, etc. — Maniement des outils, machines, etc.		Handling Supplies, etc. — Manutention des fournitures, etc.		Getting on or off locomotives or cars at rest. — Montant à bord ou desc. des locom. ou des wagons immobiles.		Other causes. — Autres causes.				
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Number—Numéro.
	1				18								18	1
1	2								1				1	2
1	255		3		304		66		49	2	86	2	508	3
	6				17		5				10		32	4
														5
	2		4		29		9		1		7		50	6
1	8		3		91	1	17		5		20	1	136	7
	1				1		2		1		3		7	8
					4						3		7	9
	104		3	1	362	1	71		4	2	14	4	454	10
	12				76		3		6		7		92	11
	1				8				1		1		10	12
					7				1				8	13
	2													14
											1		1	15
											2		2	16
											1		1	17
	1													18
	1				10		5				5		20	19
			1		17		3		2		2		25	20
					2								2	21
	11				11		4		1				16	22
	4				12		3		1	1	1	1	17	23
	12				9		2						11	24
	5				9		4		1		17		31	25
3	428		14	1	987	2	194		74	5	180	8	1,449	

TABLE 15.—Summary of Accidents to Persons for the Year

B—Accidents arising from causes other than those

TABLEAU 15.—Sommaire des accidents aux personnes pour

B—Accidents résultant d'autres causes que celles

EMPLOYEES—TRACKMEN AND OTHER EMPLOYEES.—

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	TRACKMEN—CANTONNIERS ET POSEURS.									
		Kind of Accident.								Other causes. — Autres causes.	
		Handling traffic. — Manutention des marchandises.		Handling tools, machinery, etc. — Maniement des outils, machines, etc.		Handling supplies, etc. — Manutation des fournitures, etc.		Getting on or off locomotives or cars at rest. — Montant à bord ou descend. de loc. ou wa. imm.			
		Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.
1	Algoma Central and Hudson Bay..	......	......	......	1	......	1	......	......	......	2
2	Brandon, Saskatchewan and Hudson Bay....................	......	......	......	......	......	......	......	......	......	......
3	Canada Southern.................	......	......	1	2	......	......	......	......	......	......
4	Canadian Pacific.................	......	......	......	141	......	116	......	2	3	113
5	Central Vermont..................	......	......	......	......	......	......	......	......	......	......
6	Crow's Nest Southern............	......	......	......	4	......	......	......	......	......	......
	Canadian National Railways—										
7	Intercolonial..................	......	......	......	14	......	2	......	......	......	3
8	International.................	......	......	......	1	......	......	......	......	......	......
9	Transcontinental..............	......	7	......	38	......	13	......	9	1	10
10	Canadian Northern...............	......	7	......	47	......	11	......	7	1	70
11	Dominion Atlantic................	......	1	......	5	......	3	......	......	......	......
12	Edmonton, Dunvegan and B.C.....	......	......	......	2	......	......	......	......	......	2
13	Esquimalt and Nanaimo...........	......	......	......	......	......	......	......	......	......	2
14	Grand Trunk......................	......	......	......	89	......	128	......	1	......	7
15	Grand Trunk Pacific.............	......	......	......	12	......	7	......	1	......	11
16	Grand Trunk Pacific Branch Lines	......	......	......	1	......	3	......	......	......	......
17	Hereford..........................	......	......	......	......	......	1	......	......	......	1
18	Kettle Valley.....................	......	......	......	......	......	......	......	......	......	7
19	Montreal and Atlantic............	......	......	......	3	......	2	......	......	......	......
20	Morrissey, Fernie and Michel......	......	......	......	......	......	......	......	......	......	1
21	Nelson and Fort Sheppard.........	......	......	......	1	......	......	......	......	......	......
22	Père Marquette...................	......	......	......	2	......	5	......	......	......	3
23	Quebec, Montreal and Southern....	......	......	......	......	......	......	......	......	......	......
24	Red Mountain.....................	......	......	......	1	......	......	......	......	......	......
25	St. Lawrence and Adirondack......	......	......	......	......	......	3	......	......	......	1
26	Témiscouata......................	......	......	......	......	......	......	......	......	......	......
27	Temiskaming and Northern Ontario.........................	......	......	......	5	......	1	......	......	......	5
28	Toronto, Hamilton and Buffalo....	......	......	......	2	......	5	......	......	......	......
29	Vancouver, Victoria and Eastern...	......	......	......	9	......	3	......	......	......	
30	Wabash...........................	......	......	......	1	......	10	......	......	......	1
	Total.................	......	15	1	381	......	314	......	20	5	240

ending June 30, 1919, showing Kind of Accident—Continued.

resulting from the movement of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

de la marche des trains, locomotives ou wagons.

EMPLOYÉS DES VOIES ET AUTRES EMPLOYÉS.

Total.		OTHER EMPLOYEES—AUTRES EMPLOYÉS.										Total.		Number—Numéro.
		Nature de l'accident.												
		Handling traffic. — Manutention des marchandises.		Handling, tools, machinery, etc. — Maniement des outils, machines, etc.		Handling Supplies, etc. — Manutention des fournitures, etc.		Getting on or off locomotives or cars at rest. — Montant à bord ou desc. des locom. ou des wagons immobiles.		Other causes. — Autres causes.				
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
......	4	......	2	......	......	......	......	......	......	......	2	......	4	1
......	......	......	......	......	1	......	......	......	......	......	2	......	3	2
1	2	......	2	......	4	......	......	......	2	......	1	......	9	3
3	372	......	95	......	67	1	34	......	28	1	140	2	364	4
......	......	......	......	......	......	......	......	......	......	......	2	......	2	5
......	4	......	......	......	......	......	......	......	......	......	......	......	......	6
......	19	......	1	......	1	......	1	......	1	......	6	......	10	7
......	1	......	......	......	......	......	......	......	......	......	......	......	......	8
1	77	......	4	......	5	......	3	......	2	......	13	......	27	9
1	142	......	9	......	27	......	9	......	7		57	1	109	10
......	9	......	......	......	......	......	......	......	......	......	1	......	1	11
......	4	......	......	......	1	......	......	......	......	......	......	......	1	12
......	2	......	......	......	......	......	......	......	......	......	1	......	1	13
......	225	......	9	......	9	......	7	......	10	......	49	......	84	14
......	31	......	......	......	15	......	2	......	2	1	22	1	41	15
......	4	......	......	......	2	......	1	......	1	......	1	......	5	16
......	2	......	......	......	1	......	......	......	......	......	1	......	2	17
......	7	......	......	......	......	......	......	......	1	......	3	......	4	18
......	5	......	......	......	......	......	......	......	......	......	3	......	3	19
......	1	......	......	......	......	......	......	......	......	......	......	......	......	20
......	1	......	......	......	......	......	......	......	......	......	......	......	......	21
......	10	......	......	......	......	......	......	......	1	......	7	......	8	22
......	......	......	......	......	......	......	......	......	......	......	1	......	1	23
......	1	......	......	......	......	......	......	......	......	......	......	......	......	24
......	4	......	......	......	1	......	......	......	......	......	3	......	4	25
......	......	......	......	......	......	......	1	......	......	......	......	......	1	26
......	11	......	4	......	13	......	3	......	3	2	6	2	29	27
......	7	......	......	......	......	......	......	......	1	......	2	......	3	28
......	13	......	1	......	2	......	......	......	......	......	2	......	5	29
......	12	......	......	......	1	......	......	......	2	......	1	......	4	30
6	970	......	127	......	150	1	61	......	61	5	326	6	725	

TABLE 15—Summary of Accidents to Persons for the Year

B—Accidents arising from causes other than those

TABLEAU 15.—Sommaire des accidents aux personnes pour

B—Accidents résultant d'autres causes que celles

PASSENGERS AND OTHER PERSONS—

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	PASSENGERS—VOYAGEURS.									
		Kind of Accident.									
		Handling traffic. — Manutention des marchandises.		Handling tools, machinery, etc. — Maniement des outils, machines, etc.		Handling supplies, etc. — Manutention des fournitures, etc.		Getting on or off locomotives or cars at rest. — Montant à bord ou descend. de loc. ou wa. imm.		Other causes. — Autres causes.	
		Killed. | Tués.	Injured. | Blessés.	Killed. | Tués.	Injured. | Blessés.	Killed. | Tués.	Injured. | Blessés.	Killed. | Tués.	Injured. | Blessés.	Killed. | Tués.	Inured. | Blessés.
1	Canadian Pacific	......	......	......	......	......	......	......	2	......	3
	Canadian National Railways—										
2	Transcontinental	......	......	......	......	......	......	......	......	1	3
3	Canadian Northern	......	......	......	......	......	......	......	1	1	1
4	Grand Trunk	......	......	......	......	......	......	......	......	......	......
5	Grand Trunk Pacific	......	......	......	......	......	......	......	......	......	......
6	Vancouver Victoria and Eastern	......	......	......	......	......	......	......	1	......	......
7	Témiscouata	......	......	......	......	......	......	......	......	......	......
	Total	......	......	......	......	......	......	......	4	2	7

Postal Clerks, etc.—Killed, 0 Injured 5.
Courriers postaux. etc.—tués 0, blessés 5.

ending June 30, 1919, showing kind of Accident.—Concluded.

resulting from the movement of Trains, Locomotives, or Cars.

l'exercice terminé le 30 juin 1919, et nature de l'accident.—suite.

de la marche des trains, locomotives ou wagons.

VOYAGEURS ET AUTRES PERSONNES.

Total.		OTHER PERSONS—AUTRES PEZSONNES. Nature de l'accident. Handling traffic. — Manutention des marchandises.		Handling, tools, machinery, etc. — Maniement des outils, machines, etc.		Handling Supplies, etc. — Manutention des fournitures, etc.		Getting on or off locomotives or cars at rest. — Montant à bord ou desc. des locom. ou des wagons immobiles.		Other causes. — Autres causes.		Total.		Number—Numéro.
Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	Killed. — Tués.	Injured. — Blessés.	
....	5	......	......	......	1	......	......	....	....	......	7	....	8	1
1	3	......	......	......	......	......	......	....	1	......	......	....	1	2
1	2	......	......	......	......	......	......	....	....	......	......	....	....	3
....	....	......	......	......	......	......	......	....	....	2	2	2	2	4
....	....	......	......	......	......	......	......	....	....	......	1	....	1	5
....	1	......	......	......	1	......	......	....	....	......	......	....	1	6
....	....	......	......	......	2	......	1	....	....	......	1	....	4	7
2	11	......	......	......	4	......	1	....	1	2	11	2	17	

ELECTRIC RAILWAYS.—

TABLE 1.—Summary of Road Mileage, Passengers and

TABLEAU 1.—Longueur des voies, milles parcourus et

No. — N°	Name of Railway. — Nom du tramway.	Track Mileage. — Voies.				
		Length of Road First Main Track. — Longueur de la première voie principale.	Length of Road Second Main Track. — Longueur de la seconde voie principale.	Total Main Track. — Longueur totale de la voie principale.	Length of Sidings and Turnouts. — Longueur des voies de déviation et de garage.	Total Computed as Single Track. — Total calculé comme voie simple.
1	Brandon Municipal	10·31	....	10·31	....	10·31
2	Brantford and Hamilton	23·19	....	23·19	0·30	23·49
3	Brantford Municipal	14·61	1·95	16·56	....	16·56
4	British Columbia	245·25	71·89	317·14	50·68	367·82
5	Calais Street	7 00	....	7·00	....	7·00
6	Calgary Municipal	58·50	15·50	74·00	1·00	75·00
7	Canadian Resources Development Co	1·75	....	1·75	0·16	1·91
8	Cape Breton	30·59	....	30·59	1·29	31·88
9	Chatham, Wallaceburg and Lake Erie	38·05	....	38·05	3·66	41·71
10	Cornwall	4·00	....	4·00	2·50	6·50
11	Edmonton Radial	31·31	21·27	52·58	1·54	54·12
12	Fort William	19·88	9·56	29·44	0·94	30·38
13	Grand River (formerly Berlin, Waterloo, Wellesley and Lake Huron)	18·55	2·90	21·45	3·91	25·36
14	Guelph Radial	8·03	....	8·03	0·67	8·70
15	Hamilton and Dundas	6·98	0·20	7·18	1·60	8·78
16	Hamilton, Grimsby and Beamsville	22·60	....	22·60	3·60	26·20
17	Hamilton Radial	22·86	8·69	31·55	0·20	31·75
18	Hamilton Street	17·40	16·30	33·70	....	33·70
19	Hull	16·23	12·15	28·38	3·90	32·28
20	International Transit Co	4·30	....	4·30	0·22	4·52
21	Kingston, Portsmouth and Cataraqui	7·00	1·00	8·00	....	8·00
22	Kitchener and Waterloo	3·28	1·40	4·68	0·38	5·06
23	Lake Erie and Northern	51·00	....	51·00	4·50	55·50
24	Lethbridge Municipal	7·00	4·13	11·13	....	11·13
25	Lévis County	11·75	....	11·75	....	11·75
26	London and Lake Erie	29·75	....	29·75	1·50	31·25
27	London and Port Stanley	24·50	....	24·50	19·80	44·30
28	London Street	27·48	7·64	35·12	0·98	36·10
29	Moncton Tramways	2·72	....	2·72	0·01	2·73
30	Montreal	137·87	90·76	228·63	33·63	262·26
31	Montreal and Southern Counties	52·20	....	52·20	6·69	58·89
32	Moose Jaw	9·00	1·50	10·50	1·50	12·00
33	New Brunswick Power Co	14·00	11·00	25·00	....	25·00
34	Niagara Falls Park and River	11·91	11·20	23·11	1·37	24·48
35	Niagara, St. Catharines and Toronto	61·70	....	61·70	20·03	81·73
36	Niagara, Welland and Lake Erie	1·87	....	1·87	0·30	2·17
37	Nipissing Central	15·37	....	15·37	4·82	20·19
38	Nova Scotia Tramways and Power Co	12·62	8·31	20·93	1·21	22·14
39	Nelson	2·13	1·25	3·38	0·05	3·43
40	Oshawa	9·00	3·00	12·00	1·00	13·00
41	Ottawa	26·81	26·01	52·82	....	52·82
42	Peterborough Radial	6·91	....	6·91	0·79	7·70
43	Picton	....	....	....	....	....
44	Port Arthur	12·43	6·10	18·53	1·04	19·57
45	Quebec Rly., Light and Power (Citadel)	16·75	5·38	22·13	....	22·13
46	Quebec Rly., Light and Power (Montmorency)	28·60	9·80	38·40	3·00	41·40
47	Regina Municipal	25·34	6·78	32·12	2·15	34·27
48	Sandwich, Windsor and Amherstburg	35·13	6·96	42·09	3·22	45·31
49	Sarnia	8·25	1·00	9·25	....	9·25

TRAMWAYS ÉLECTRIQUES.

Freight carried for the year ending June 30, 1919.

voyageurs transportés pendant l'exercice terminé le 30 juin 1919.

	Car Mileage. — Milles parcourus.			Passenger Traffic. — Voyageurs transportés.			Freight Traffic. — Marchandises transportées.	
Length of Track Leased. — Longueur de voies louées.	Passenger Car Mileage. — Milles parcourus, voitures à voyageurs.	Freight, Mail and Express Car Mileage. — Milles parcourus, marchandises, postes et messageries.	Total Car Mileage. — Total du parcours par les voiturès.	Fare Passengers Carried. — Voyageurs payants.	Transfer Passengers Carried. — Voyageurs avec correspondances.	Total Passengers Carried. — Total des voyageurs.	Number of Tons of Freight Carried. — Nombre de tonnes de marchandises transportées.	No. — N°
....	....	....	....	....	....	....	....	1
....	337,453	37,102	374,555	755,920	....	755,920	5,668	2
....	403,275	....	403,275	2,084,099	....	2,084,099	....	3
150·67	11,059,111	1.219,194	12,278,305	53.316,288	6,902,915	60,219,203	351,926	4
....	183,960	....	183,960	679,952	41,221	721,173	....	5
....	2,776,029	17,040	2,793,069	14,323,208	3,212,115	17,535,323	4,360	6
....	6,388	....	6,388	1,342	....	1,342	....	7
19·03	723,182	19,029	742,211	5,598,904	71,830	5,670,734	....	8
....	160,000	300,060	460,000	239,320	....	239,320	111,562	9
....	194,450	18,183	212,633	499,859	....	499,859	91,987	10
....	2,019,846	18,540	2,038,386	10,151,809	....	10,151,809	128	11
....	....	....	....	....	....	....	....	12
....	264,434	88,595	353,029	1,283,173	....	1,283,173	143,298	13
....	....	....	....	....	....	....	....	14
....	163,517	....	163,517	1,091,946	....	1,091,946	33	15
....	384,310	35,597	419,907	888,406	....	888,406	37,415	16
....	399,538	12,310	411,848	1,185,989	....	1,185.989	25,500	17
....	2,758,783	....	2,758,783	19,514,447	4,407,076	23,921,523	....	18
....	824,977	36,867	861,844	3,006,273	47,656	3,053,929	10,487	19
....	260,911	....	260,911	2,094,270	....	2,094,270	....	20
....	199,680	....	199,680	1,177.785	158,575	1,336,360	....	21
....	199,334	....	199,334	1,531,843	14,223	1.546.066	....	22
....	362,567	34,163	396,730	490,297	....	490,297	52,961	23
....	224,756	....	224,756	1,022,519	30,255	1,052,774	....	24
....	459,961	5,287	465,248	1,852,866	92,386	1,945,252	2,500	25
....	....	....	....	....	....	....	....	26
....	525,126	335,016	860,142	958,587	....	958,587	440,285	27
....	1,806,019	....	1,806,019	12,740,715	1,339,208	14,079,923	....	28
....	81,281	....	81,281	423,855	....	423,855	....	29
....	23,155,516	160,483	23,315,999	183,350,923	65,711,288	249,062,211	300,640	30
....	700,506	192,369	892,875	2,355,236	182,253	2,537,489	16,523	31
....	423,957	....	423,957	2,247,226	....	2,247,226	....	32
....	1,058,812	....	1,058,812	6,237,767	1,584,202	7,821,969	....	33
....	276,340	....	276,340	1,296,560	....	1,296,560	....	34
....	1,356,846	105,527	1,462,373	6,460,695	176,577	6,637,272	356,400	35
....	89,534	....	89,534	679,021	....	679,021	....	36
....	271,956	....	271,956	1,160,135	....	1,160,135	....	37
....	1,133,490	....	1,133,490	10,292,966	606,105	10,899,071	....	38
....	591,000	....	591,000	390,210	....	390,210	....	39
....	56,692	26,655	83,347	347,884	....	347,884	173,406	40
....	5,127,367	....	5,127,367	31,247,917	10,415,906	41,663,823	....	41
....	438,511	....	438,511	1,522,218	414,079	1,936,297	....	42
....	....	....	....	....	....	....	....	43
....	655,784	....	655,784	3,904,935	250,214	4,155,149	....	44
....	2,157,888	....	2,157,888	13,334,247	3,396,488	16,730,735	....	45
....	434,550	....	434,550	1,834,112	....	1,834,112	....	46
....	941,910	9,489	951,399	5,227,487	588,803	5,816,290	34,005	47
....	1,079,194	....	1,079,194	7,001,984	1,033,307	8,035,291	....	48
....	204,244	4,952	209,196	1,256,714	77,613	1,334,327	189,842	49

TABLE 1.—Summary of Road Mileage, Passengers and Freight

TABLEAU 1.—Longueur des voies, milles parcourus et voyageurs

No. — N°	Name of Railway. — Nom du tramway.	Track Mileage. — Voies.				
		Length of Road First Main Track. — Longueur de la première voie principale.	Length of Road Second Main Track. — Longueur de la seconde voie paincipale.	Total Main Track. — Longueur totale de la voie principale.	Length of Sidings and Turnouts. — Longueur des voies de déviation et de garage.	Total Computed as Single Track. — Total calculé comme voie simple
50	Saskatoon	12·63	3·53	16·16	0·17	16·33
51	Schomberg and Aurora	14·40	....	14·40	....	14·40
52	Shawinigan Falls	3·75	....	3·75	....	3·75
53	Sherbrooke	9·00	....	9·00	0·53	9·53
54	St. Thomas	6·00	....	6·00	0·50	6·50
55	Sudbury, Copper Cliff Suburban	7·90	....	7·90	....	7·90
56	Suburban Rapid Transit Co	17·25	3·68	20·93	0·32	21·25
57	Three Rivers Traction Co	7·10	....	7·10	0·50	7·60
58	Toronto	61·78	59·44	121·22	8·36	129·58
59	Toronto Civic	10·26	9·77	20·03	1·60	21·63
60	Toronto Suburban	64·62	....	64·62	4·70	69·32
61	Toronto and York Radial	72·17	....	72·17	9·83	82·00
62	Waterloo, Wellington Rly. Co. (formerly Berlin and Northern	3·45	....	3·45	....	3·45
63	Windsor, Essex and Lake Shore	36·17	1·13	37·30	1·85	39·15
64	Winnipeg	64·80	39·64	104·44	7·38	111·82
65	Winnipeg, Selkirk and Lake Winnipeg	38·48	1·54	40·02	1·04	41·06
66	Woodstock, Thomas Valley and Ingersoll	10·00	....	10·00	....	10·00
67	Yarmouth	3·00	....	3·00	....	3·00
	Total	1,696·52	482·36	2,178·88	220·92	2.399·80

carried for the year ending June 30, 1919—Concluded.

transportés pendant l'exercice terminé le 30 juin 1919—fin.

	Car Mileage. — Milles parcourus.			Passenger Traffic. — Voyageurs transportés.			Freight Traffic. — Marchandises transportées.	
Length of Track Leased. — Longueur de voies louées.	Passenger Car Mileage. — Milles parcourus voitures à voyageurs.	Freight, Mail and Express Car Mileage. — Milles parcourus marchandises, postes et messageries.	Total Car Mileage. — Total du parcours par les voitures.	Fare Passengers Carried. — Voyageurs payants.	Transfer Passengers Carried. — Voyageurs avec correspondances.	Total Passengers Carried. — Total des voyageurs.	Number of Tons of Freight Carried. — Nombre de tonnes de marchandises transportées.	No. — N°
....	754,129	....	754,129	4,114,940	653,592	4,768,532	....	50
....	36,128	13,355	49,483	35,626	....	35,626	22,336	51
....	....	....	....	....	....	....	....	52
....	396,663	....	396,663	1,342,381	221,241	1,563,622	....	53
....	211,275	....	211,275	477,225	....	477,225	....	54
....	153,465	....	153,465	556,711	8,350	565,061	....	55
....	766,929	....	766,929	2,329,743	269,857	2,599,600	742	56
....	402,369	....	402,369	2,122,630	449,331	2,571,961	....	57
....	20,152,325	....	20,152,325	169,352,523	64,340,705	233,693,228	....	58
....	1,699,114	....	1,699,114	22,296,193	1,640,139	23,936,332	....	59
....	700,598	59,178	759,776	4,074,821	313,827	4,388,648	11,477	60
....	1,504,225	97,945	1,602,170	7,547,949	....	7,547,949	47,342	61
....	35,800	....	35,800	201,794	....	201,794	....	62
....	286,023	115,922	401,945	577,579	4,413	581,992	39,776	63
....	9,347,196	....	9,347,196	52,978,858	15,850,854	68,829,712	....	64
....	411,761	....	411,761	711,930	72,918	784,848	4,293	65
....	103,280	....	103,280	81,285	....	81,285	....	66
....	104,544	....	104,544	260,166	....	260,166	....	67
169·70	103,998,809	2,962,798	106,961,607	686,124,263	184,579,522	870,703,785	2,474,892	

TABLE 2.—Summary of Capital at the close of the year ending June 30, 1919.

TABLEAU 2.—Capitalisation à la fin de l'exercice terminé le 30 juin 1919.

Name of Railway. — Nom du chemin de fer.	Stocks. — Actions.	Bonds. — Obligations.	Total Capital. — Capital total.
	$ cts.	$ cts.	$ cts.
Brandon Municipal	....	450,000 00	450,000 00
Brantford and Hamilton	300,000 00	660,000 00	960,000 00
Brantford Municipal	....	396,500 00	396,500 00
British Columbia	9,173,000 00	8,040,202 00	17,213,202 00
Calais Street	100,000 00	100,000 00	200,000 00
Calgary Municiepal	....	2,365,173 00	2,365,173 00
Canadian Resources Development	486,666 00	....	486,666 00
Cape Breton (*a*)	1,359,000 00	1,096,000 00	2,455,000 00
Chatham, Wallaceburg and Lake Erie	760,600 00	694,500 00	1,455,100 00
Cornwall	200,000 00	....	200,000 00
Edmonton Interurban	600,000 00	....	600,000 00
Edmonton Radial	....	3,059,171 00	3,059,171 00
Fort William Terminal and Bridge Co	125,000 00	....	125,000 00
Fort William	....	1,112 00 00	1,112,000 00
Grand River (formerly Berlin, Wellesley and Lake Huron)	125,000 00	426,000 00	551,000 00
Guelph Radial	193,000 00	....	193,000 00
Hamilton and Dundas	100,000 00	100,000 00	200,000 00
Hamilton, Grimsby and Beamsville	235,000 00	150,000 00	385,000 00
Hamilton Radial	111,150 00	160,000 00	271,150 00
Hamilton Street	1,205,000 00	380,000 00	1,585,000 00
Hull	292,000 00	....	292,000 00
International Transit Co	150,000 00	140,000 00	290,000 00
Kingston, Portsmouth and Cataraqui	83,100 00	100,000 00	183,100 00
Kitchener and Waterloo	....	137,978 00	137,978 00
Lake Erie and Northern	1,500,000 00	2,317,500 00	3,817,500 00
Lethbridge Municipal	....	463,439 00	463,439 00
Lévis County	422,900 00	500,000 00	922,900 00
London and Lake Erie	2,000,000 00	840,000 00	2,840,000 00
London and Port Stanley	....	1,131,000 00	1,131,000 00
London Street	637,480 00	560,000 00	1,197,480 00
Moncton Tramways (*a*)	1,125,400 00	274,000 00	1,399,400 00
Montreal Tramways	21,000,000 00	19,608,996 00	40,608,996 00
Montreal and Southern Counties	1,000,000 00	....	1,000,000 00
Moose Jaw	760,372 00	35,000 00	795,372 00
New Brunswick Power Co. (*a*)	3,350,000 00	1,750,000 00	5,100,000 00
Niagara Falls Park and River	....	600,000 00	600,000 00
Niagara, St. Catharines and Toronto	925,000 00	1,098,000 00	2,023,000 00
Niagara, Welland and Lake Erie	250,000 00	33,000 00	283,000 00
Nipissing Central	530,000 00	....	530,000 00
Nova Scotia Tramways and Power Co (*a*)	4,588,800 00	2,250,000 00	6,838,800 00
Nelson	....	81,000 00	81,000 00
Oshawa	40,000 00	18,452 00	58,452 00
Ottawa	1,876,900 00	395,000 00	2,271,900 00
Peterborough Radial	100,000 00	360,123 00	460,123 00
Picton	300,000 00	300,000 00	600,000 00
Port Arthur	....	837,382 00	837,382 00
Quebec Rly., Light and Power Co. (*a*)	3,250,000 00	2,525,670 00	5,775,670 00
Regina Municipal	....	1,586,288 00	1,586,288 00
Sandwich, Windsor and Amherstburg	297,000 00	600,000 00	897,000 00
Sarnia	90,000 00	90,000 00	180,000 00
Schomberg and Aurora	250,000 00	300,000 00	550,000 00
Saskatoon	....	793,036 00	793,036 00
Shawinigan Falls	300,000 00	193,800 00	493,800 00
Sherbrooke	1,127,000 00	1,095,200 00	2,222,200 00
St. Thomas	....	85,028 00	85,028 00
Sudbury Copper Cliff Suburban	173,100 00	92,600 00	265,700 00
Suburban Rapid Transit	100,000 00	500,000 00	600,000 00
Sydney and Glace Bay	500,000 00	380,000 00	880,000 00
Three Rivers Traction Co	250,700 00	450,000 00	700,700 00

(*a*) Representing all divisions of the Company.
(*a*) Représentant toutes les entreprises de la Compagnie.

TABLE 2.—Summary of Capital at the close of the year ending June 30, 1919.—Concluded.

TABLEAU 2.—Capitalisation à la fin de l'exercice terminé le 30 juin 1919—fin.

Name of Railway. — Nom du chemin de fer.	Stocks — Actions.	Bonds. — Obligations.	Total Capital. — Capital total.
	$ cts.	$ cts.	$ cts.
Toronto	12,000,000 00	3,526,253 00	15,526,253 00
Toronto Civic	....	2,360,237 00	2,360,237 00
Toronto Suburban	1,500,000 00	2,628,000 00	4,128,000 00
Toronto and York Radial	2,000,000 00	1,640,000 00	3,640,000 00
Waterloo, Wellington Rly. Co. (formerly Berlin and Northern)	19,200 00	2,400 00	21,600 00
Windsor, Essex and Lake Shore	750,000 00	750,000 00	1,500,000 00
Winnipeg (*a*)	13,380,000 00	5,000,000 00	18,380,000 00
Winnipeg, Selkirk and Lake Winnipeg	500,000 00	653,200 00	1,153,200 00
Woodstock, Thomas Valley and Ingersoll	200,000 00	140,000 00	340,000 00
Windsor and Tecumseh	100,000 00	189,000 00	289,000 00
Yarmouth Light and Power Co. (*a*)	250,000 00	251,060 00	501,060 00
Total	93,042,368 00	78,852,188 00	171,894,556 00

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

No. — N°	Revenue from Transportation.—Recettes provenant des transports.			
	Name of Railway. — Nom du tramway.	Passenger Revenue. — Voyageurs.	Baggage Revenue. — Bagages.	Parlour, Chair and Special Car Revenue. — Wagons-salons et voitures spéciales.
		$ cts.	$ cts.	$ cts.
1	Brandon Municipal			
2	Brantford and Hamilton	200,850 71		747 28
3	Brantford Municipal	124,266 72		
4	British Columbia	3,378,372 66		
5	Calais Street	40,160 23		
6	Calgary Municipal	627,034 79		2,290 65
7	Canadian Resources Development	67 10		
8	Cape Breton	295,591 68		919 25
9	Chatham, Wallaceburg and Lake Erie	62,016 90	4 11	
10	Cornwall	23,829 50		
11	Edmonton Radial	538,302 31		377 99
12	Fort William			
13	Grand River (formerly Berlin, Waterloo, Wellesley, and Lake Huron)	111,660 07	180 59	
14	Guelph Radial			
15	Hamilton and Dundas	76,387 43		787 30
16	Hamilton, Grimsby and Beamsville	118,033 31		543 50
17	Hamilton Radial	143,882 55		232 80
18	Hamilton Street	830,993 83		126 30
19	Hull	200,545 25	2,643 94	768 55
20	International Transit Co	93,896 96		
21	Kingston, Portsmouth and Cataraqui	54,175 40		
22	Kitchener and Waterloo	60,627 97	209 75	2 65
23	Lake Erie and Northern	162,019 13	99 15	
24	Lethbridge Municipal	49,816 65		
25	Levis County	123,858 38		258 00
26	London and Port Stanley	225,286 12	2,316 36	
27	London Street	468,007 09		581 90
28	Moncton Tramways	19,830 63		
29	Montreal	8,483,137 02		
30	Montreal and Southern Counties	310,479 86	200 43	3,307 14
31	Moosejaw	100,268 00		
32	New Brunswick Power Co	343,440 85		
33	Niagara Falls Park and River	121,000 65		267,89
34	Niagara, St. Catharines and Toronto	559,107 04	223 60	
35	Niagara, Welland and Lake Erie	31,168 49		
36	Nipissing Central	90,266 50	434 50	552 50
37	Nova Scotia Tramways and Power Co	445,955 06		770 00
38	Nelson	15,115 11		
39	Oshawa	17,394 21		
40	Ottawa	1,481,074 37		
41	Peterborough Radial	75,665 16		
42	Picton			
43	Port Arthur	167,469 69		409 55
44	Quebec Rly., Light and Power (Citadel)	633,024 06		406 97
45	Quebec Rly., Light and Power (Montmorency)	208,967 91	183 53	5,352 78
46	Regina Municipal	252,162 10		2,429 55
47	Sandwich, Windsor and Amherstburg	339,482 05		726 75
48	Sarnia	63,327 32	2,848 40	
49	Saskatoon	206,486 50		
50	Schomberg and Aurora	10,569 77		
51	Shawinigan Falls			
52	Sherbrooke	63,807 02		144 60
53	St. Thomas	21,476 03		
54	Sudbury, Copper Cliff Suburban	53,591 78		
55	Suburban Rapid Transit Co	93,320 64		153 00
56	Three Rivers Traction Co	105,579 20		131 00

Operation for the year ending June 30, 1919—Continued.

d'exploitation pour l'exercice terminé le 30 juin 1919—suite.

Revenue from Transportation.—Recettes provenant des transports.							
Mail Revenue. — Postes.	Express Revenue. — Messageries.	Milk Revenue. — Lait.	Freight Revenue. — Marchandises.	Switching Revenue. — Transbordement.	Miscellaneous Transportation Revenue. — Recettes diverses.	—	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							1
	412 06		26,924 93			228,934 98	2
						124,266 72	3
			557,978 59			3,936,351 25	4
						40,160 23	5
			4,277 95			633,603 39	6
						67 10	7
1,669 14	12,004 90				5 88	310,190 85	8
624 40	1,557 59	490 35	104,254 71	917 60		169,865 66	9
623 80			18,783 51			43,236 81	10
			344 00		5,401 76	544,426 06	11
							12
1,793 99	15,315 81		134,523 82	13,929 48	6 94	277,410 70	13
							14
248 00	758 65		117 57			78,298 95	15
750 00	10,094 83		35,648 61			165,070 25	16
197 61			8,842 04			153,155 00	17
						831,120 13	18
1,449 99			22,087 54			227,495 27	19
						93,896 96	20
						54,175 40	21
1,862 50						62,702 87	22
17,523 14		Dr. 1 80	73,580 30	Dr. 1,248 59	31 56	252,002 89	23
						49,816 65	24
87 50			4,380 43			128,584 31	25
2,117 22	8,890 85		163,486 43	24,700 87		426,797 85	26
2,000 00						470,588 99	27
						19,830 63	28
800 00			123,197 58		13,885 22	8,621,019 82	29
225 36	6,075 59	10,375 10	29,966 98			360,630 46	30
						100,268 00	31
						343,440 85	32
556 50	577 40			2,955 06		125,357 50	33
711 22	4,469 75	951 87	254,983 59	32,569 23	489 38	853,505 68	34
						31,168 49	35
	71 26		10,634 73			101,959 49	36
					4,028 48	450,753 54	37
						15,115 11	38
930 45	9,637 00		135,257 39	1,045 83		164,264 88	39
3,874 84					662 33	1,485,611 54	40
						75,665 16	41
							42
						167,879 24	43
198 12					6,597 83	640,226 98	44
1,404 60	5,712 74	707 82				222,329 38	45
			10,896 54		2,242 50	267,730 69	46
735 00			7,994 18			348,937 98	47
2,213 00			6,644 48			75,033 20	48
						206,486 50	49
			11,798 11			22,367 88	50
			58,342 00		10,661 04	69,003 04	51
						63,951 62	52
						21,476 03	53
						53,591 78	54
180 00	537 50	4,344 25				98,535 39	55
525 00						106,235 20	56

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

No. — N°	Name of Railway. — Nom du tramway.	Revenue from Transportation.—Recettes provenant des transports.		
		Passenger Revenue. — Voyageurs.	Baggage Revenue. — Bagages.	Parlour, Chair and Special Car Revenue. — Wagons-salons et voitures spéciales.
		$ cts.	$ cts.	$ cts.
57	Toronto	6,546,862 05	.....	.....
58	Toronto Civic	373,614 73	.....	.....
59	Toronto Suburban	271,608 26	.....	.....
60	Toronto and York Radial	657,741 98	.....	.....
61	Waterloo, Wellington Rly. Co. (formerly Berlin and Northern)	9,399 61	.....	.....
62	Windsor, Essex and Lake Shore	152,332 86	.....	1,057 39
63	Winnipeg	2,341,112 13	.....	1,952 04
64	Winnipeg, Selkirk and Lake Winnipeg	126,679 06	.....	260 00
65	Woodstock, Thomas Valley and Ingersoll	21,420 10	.....	.....
66	Yarmouth	12,989 25	.....	.....
	Total	32,836,609 79	9,344 36	25,557 33

Operation for the year ending June 30, 1919—Continued.

d'exploitation pour l'exercice terminé le 3o juin 1919—suite.

Revenue from Transportation.—Recettes provenane des transports.							
Mail Revenue. — Postes.	Express Revenue. — Messageries.	Milk Revenue. — Lait.	Freight Revenue. — Marchandises.	Switching Revenue. — Transbordement.	Miscellaneous Transportation Revenue. — Recettes diverses.	Total. —	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	....	....	6,546,862 05	57
....	....	....	....	....	....	373,614 73	58
99 99	27,251 58	6,901 28	1,295 57	....	531 83	307,688 51	59
3,487 00	213 01	....	97,767 28	....	....	759,209 27	69
250 09	....	....	....	....	....	9,649 61	61
1,473 19	853 69	....	43,300 17	....	1,333 08	200,350 38	62
8,128 65	....	....	....	....	1,000 00	2,352,192 82	63
....	2,129 32	....	21,690 36	....	....	150,758 74	64
....	....	....	1,434 44	....	....	22,854 54	65
400 00	....	....	....	....	....	13,389 25	66
.57,140 21	106,563 53	23,768 87	1,970,433 83	74,869 48	46,877 83	35,151,165 23	

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3—Sommaire des recettes brutes

No. — N°	Name of Railway. — Nom du tramway.	Revenue from Operations — Recettes d'exploitation			
		Station and Car Privileges. — Publicité dans les voitures et stations.	Parcel-room Receipts. — Consigne des bagages.	Storage. — Emmagasinage.	Car Service. — Voitures affectées à la voirie.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Brandon Municipal				
2	Brantford and Hamilton		74 44		
3	Brantford Municipal				
4	British Columbia				
5	Calais Street	158 00			
6	Calgary Municipal	9,562 61			
7	Canadian Resources Development				
8	Cape Breton	1,000 00			
9	Chatham, Wallaceburg and Lake Erie	309 45	39 45	14 38	3,498 72
10	Cornwall	696 00			
11	Edmonton Radial	4,349 24			
12	Fort William				
13	Grand River (formerly Berlin, Waterloo, Wellesley and Lake Huron)	29 39		433 88	4,725 11
14	Guelph Radial				
15	Hamilton and Dundas	100 00			
16	Hamilton, Grimsby and Beamsville	350 00			
17	Hamilton Radial	300 00			
18	Hamilton Street	725 00			
19	Hull	1,075 00			
20	International Transit Co	1,495 75			
21	Kingston, Portsmouth and Cataraqui	400 00			
22	Kitchener and Waterloo	800 00			
23	Lake Erie and Northern	117 83		283 93	176 50
24	Lethbridge Municipal	1,134 13			
25	Levis County	640 00			
26	London and Port Stanley			182 59	5,956 00
27	London Street	3,149 91			
28	Moncton Tramways	200 00			
29	Montreal Tramways	24,528 04			
30	Montreal and Southern Counties	1,763 00	160 95	22 14	123 00
31	Moosejaw	1,224 50			
32	New Brunswick Power Co	2,233 00			
33	Niagara Falls Park and River	412 76	45 80		
34	Niagara, St. Catharines and Toronto	375 33	1,630 32	421 34	25,936 12
35	Niagara, Welland and Lake Erie	184 50			
36	Nipissing Central	375 00			1,668 00
37	Nova Scotia Tramways and Power Co				
38	Nelson				
39	Oshawa	278 90		1,022 97	4,249 00
40	Ottawa	3,125 00			
41	Peterborough Radial	440 00			
42	Picton				
43	Port Arthur	1,026 96			
44	Quebec Rly., Light and Power (Citadel)	3,369 34			
45	Quebec Rly., Light and Power (Montmorency)	2,564 92	281 47	42 00	4,606 17
46	Regina Municipal	5,168 45			
47	Sandwich, Windsor and Amherstburg	1,630 00			
48	Sarnia				
49	Saskatoon	1,369 92			
50	Schomberg and Aurora				
51	Shawinigan Falls				
52	Sherbrooke	1,001 47			
53	St. Thomas	408 75			
54	Sudbury, Copper Cliff Suburban				
55	Suburban Rapid Transit Co				
56	Three Rivers Traction Co	616 50			

Operation for the Year ending June 30, 1919.

d'exploitation pour l'exercice terminé le 30 juin, 1919.

other than Transportation. — autres que transports.								
Telegraph and Telephone Service. — Télégraphe et téléphone.	Rents of Tracks and Terminals. — Loyers de voies et de terminus.	Rent of Equipment. — Location de matériel.	Rents of Buildings and other Property. — Loyers de bâtiments et autres propriétés.	Power. — Force motrice.	Miscellaneous. — Divers.	Total.	Total Gross Earnings. — Total des recettes brutes.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	....	....	....	....	1
....	25 80	130 90	6,066 83	....	....	6,297 97	235,232 95	2
....	....	....	200 02	....	7,332 07	7,532 09	131,798 81	3
....	....	....	....	....	....	....	3,936,351 25	4
....	....	43 86	....	5,008 50	150 77	5,361 13	45,521 36	5
....	....	....	....	....	10,477 76	20,040 37	653,643 76	6
....	....	....	....	....	....	....	67 10	7
....	....	....	50 00	....	36 72	1,086 72	311,277 57	8
....	....	....	496 05	....	10,247 00	14,605 05	184,470 71	9
....	....	....	....	....	2,004 64	2,700 64	45,937 45	10
....	....	....	720 00	....	2,015 60	7,084 84	551,510 90	11
....	....	....	....	....	....	....	....	12
22 97	692 91	Dr.13,769 59	286 14	....	442 32	Dr. 7,136 87	270,273 83	13
....	....	....	....	....	....	....	....	14
....	10,655 61	250 49	166 00	....	....	11,172 10	89,471 05	15
....	....	7,618 32	3,072 00	....	....	11,040 32	176,110 57	16
....	....	8,353 16	974 00	....	....	9,627 16	162,782 16	17
....	....	1,744 44	2,125 44	....	....	4,594 88	835,715 01	18
....	448 45	....	2,603 25	....	0 47	4,127 17	231,622 44	19
....	....	....	....	....	....	1,495 75	95,392 71	20
....	....	....	1,954 58	....	....	2,354 58	56,529 98	21
....	1,563 42	....	....	1,873 50	549 29	4,786 21	67,489 08	22
59 35	381 50	443 37	422 30	....	50 66	1,935 44	253,938 33	23
....	....	....	720 00	....	216 80	2,070 93	51,887 58	24
....	....	....	....	....	....	640 00	129,224 31	25
....	5,737 42	3,029 23	....	....	57,953 10	72,858 34	499,656 19	26
....	....	....	288 00	....	472 99	3,910 90	474,499 89	27
....	....	....	....	....	....	200 00	20,030 63	28
....	....	....	....	....	....	24,528 04	645,547 86	29
....	....	....	515 00	917 40	19 33	3,520 82	8,364,151 28	30
....	....	....	....	....	1,836 61	3,061 11	103,329 11	31
....	....	....	....	....	....	2,233 00	345,673 85	32
....	....	4,031 50	897 92	690 51	....	6,078 49	131,435 99	33
....	211 60	0 39	1,221 66	....	9,429 72	39,226 48	892,732 16	34
....	....	....	....	....	....	184 50	31,352 99	35
....	207 00	....	185 00	....	....	2,435 00	104,394 49	36
....	....	....	4,238 31	....	....	4,238 31	454,991 85	37
....	....	....	....	....	65 25	65 25	15,180 36	38
....	....	....	1,250 56	....	1,249 77	8,051 20	172,316 08	39
....	....	....	789 95	....	....	3,914 95	1,489,526 49	40
....	....	....	....	....	292 95	732 95	76,398 11	41
....	....	....	....	....	....	....	....	42
....	....	178 71	....	300 00	354 96	1,860 63	169,739 87	43
....	....	....	....	....	361 69	3,731 03	643,958 01	44
....	....	....	1,689 22	....	3,902 83	13,086 61	235,415 99	45
....	....	22 50	....	....	19 44	5,210 39	272,941 08	46
....	....	....	15 00	....	499 91	2,144 91	351,082 89	47
....	....	....	....	....	3,798 10	3,798 10	78,831 30	48
....	....	....	....	....	1,700 36	3,070 28	209,556 78	49
....	....	....	....	....	....	....	22,367 88	50
....	....	....	....	....	....	....	69,003 04	51
....	....	....	....	....	321 71	1,323 18	65,274 80	52
....	....	....	....	467 50	8,572 02	9,448 27	30,924 30	53
....	....	....	....	....	....	....	53,591 78	54
....	....	590 55	37 50	....	....	628 05	99,163 44	55
....	....	....	....	....	1,424 31	2,040 81	108,276 01	56

TABLE 3.—Summary of Gross Earnings from Operations

TABLEAU 3.—Sommaires des recettes brutes d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Revenue from Operations — Recettes d'exploitation			
		Station and Car Privileges. — Publicité dans les voitures et stations.	Parcel-room Receipts. — Consigne des bagages.	Storage. — Emmagasinage.	Car Service. — Voitures. affectées à la voirie.
		$ cts.	$ cts.	$ cts.	$ cts.
57	Toronto	38,307 51			
58	Toronto Civic	1,620 00			
59	Toronto Suburban	600 42			
60	Toronto and York Radial	1,300 00			
61	Waterloo, Wellington (formerly Berlin and Northern)	150 00	47 55		
62	Windsor, Essex and Lake Shore	560 00	155 20		Dr. 2,500 49
63	Winnipeg	9,479 90			
64	Winnipeg, Selkirk and Lake Winnipeg	600 00			
65	Woodstock, Thomas Valley and Ingersoll	200 00			
66	Yarmouth	258 00			
	Total	131,764 48	2,435 18	2,423 23	48,438 13

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

other than Transportation. — autres que par les voitures.								
Telegraph and Telephone Service. — Télégraphe et téléphone.	Rents of Tracks and Terminals. — Loyers de voies et de terminus.	Rent of Equipment. — Location de matériel.	Rents of Buildings and other Property. — Loyers de bâtiments et autres propriétés.	Power. — Force motrice.	Miscellaneous. — Divers.	Total.	Total Gross Earnings. — Total des recettes. brutes.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	3,459 73	2,209 84	....	56,713 65	100,690 73	6,647,552 78	57
....	....	....	....	....	....	1,620 00	375,234 73	58
....	232 84	....	975 68	21,325 36	86 22	23,220 52	330,909 03	59
....	....	....	987 00	31,175 94	3,495 94	36,958 88	796,168 15	60
....	....	....	109 50	....	85 32	392 37	10,041 98	61
....	....	....	436 00	....	....	Dr. 1,349 29	199,001 09	62
....	500 00	1,845 00	....	....	12 41	11,837 31	2,364,030 13	63
....	1,000 00	....	....	....	....	1,600 00	152,358 74	64
....	....	....	....	....	366 50	566 50	23,421 04	65
....	....	....	....	27,225 70	9,348 31	36,832 01	50,221 26	66
82 32	21,656 55	17,972 56	35,702 75	88,984 41	195,907 50	545,367 11	35,696532 34	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Maintenance—Way and Structures.			
		Superintendence. — Administration.	Ballast.	Ties. — Traverses.	Rails.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Brandon Municipal				
2	Brantford and Hamilton				
3	Brantford Municipal	6,021 31			
4	British Columbia	6,283 16	1,325 11	51,122 18	184 26
5	Calais Street				
6	Calgary Municipal	1,572 00			
7	Canadian Resources Development				
8	Cape Breton	1,946 61	1,993 72	3,516 99	26 92
9	Chatham, Wallaceburg and Lake Erie	0 67	62 35		384 60
10	Cornwall		50 00	180 00	
11	Edmonton Radial	1,685 35	313 50	243 35	66 22
12	Fort William				
13	Grand River	1,925 64	133 00	8,683 79	5,510 12
14	Guelph Radial				
15	Hamilton and Dundas				
16	Hamilton, Grimsby and Beamsville				
17	Hamilton Radial				
18	Hamilton Street				
19	Hull	1,745 00			
20	International Transit Co	608 33			
21	Kingston, Portsmouth and Cataraqui				
22	Kitchener and Waterloo	1,200 00			
23	Lake Erie and Northern	2,051 31	1,267 77	12 85	
24	Lethbridge Municipal		2,310 58	1,635 00	
25	Levis County				8,866 98
26	London and Port Stanley	2,913 73	16 80	739 42	Cr. 399 84
27	London Street	220 00	272 40	1,280 50	1,460 80
28	Moncton Tramways			17 22	
29	Montreal Tramways				
30	Montreal and Southern Counties	2,653 60			
31	Moosejaw	564 00			
32	New Brunswick Power Co	1,330 48			
33	Niagara Falls Park and River	215 69	89 18	3,468 50	121 31
34	Niagara, St. Catharines and Toronto	4,325 96	943 82	7,006 60	1,154 66
35	Niagara, Welland and Lake Erie				
36	Nipissing Central	208 50	162 00	989 66	672 38
37	Nova Scotia Tramways and Power Co		2,814 99	0 26	404 88
38	Nelson	1,510 00			
39	Oshawa	1,554 08	1,111 67	1,425 75	11 20
40	Ottawa	4,440 00	217 65	103 24	
41	Peterborough Radial				10 24
42	Picton				
43	Port Arthur				
44	Quebec Rly., Light and Power (Citadel)	618 36	204 05	276 16	16,339 78
45	Quebec Rly., Light and Power (Montmorency)	805 32	680 29	3,512 59	
46	Regina Municipal	383 33			
47	Sandwich, Windsor and Amherstburg	1,560 00			
48	Sarnia	1,321 25	1,073 43		
49	Saskatoon	964 44		140 00	
50	Schomberg and Aurora		235 00	2,434 69	127 88
51	Shawinigan Falls			6,622 11	332 22
52	Sherbrooke				
53	St. Thomas				
54	Sudbury, Copper Cliff Suburban	2,390 22			
55	Suburban Rapid Transit Co	192 04			
56	Three Rivers Traction Co				

for the year ending June 30, 1919.

pour l'exercice terminé le 30 juin 1919.

Entretien des voies et ouvrages.

Rail Fastenings and Joints. — Plaques d'accouplement et tire-fonds.	Special Work. — Travaux spéciaux.	Underground Construction. — Constructions souterraines.	Roadway and Track Labour. — Main-d'œuvre pour chemin et voie.	Paving. — Pavage.	Miscellaneous Roadway and Track Expenses. — Diverses dépenses pour chemin et voie.	Cleaning and Sanding Track. — Nettoyage et ensablement de la voie.	Removal of Snow, Ice and Sand. — Enlèvement de la neige, glace et sable.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	....	....	....	....	1
....	....	....	....	....	23,314 83	....	575 62	2
....	....	....	....	....	....	....	32 20	3
2,118 47	1,783 10	4,023 27	110,997 47	9,726 29	4,141 45	12,709 45	2,648 45	4
330 92	....	....	1,785 82	....	31 15	....	659 56	5
....	....	....	9,152 07	....	1,782 57	4,180 02	2,140 85	6
....	....	....	....	....	....	....	....	7
1,941 80	710 38	....	16,927 58	2,718 10	937 77	921 00	3,081 65	8
9 13	3,342 18	....	9,158 65	27 67	211 50	....	28 25	9
....	1,400 00	....	2,044 22	....	....	100 00	483 13	10
280 37	16 47	....	6,559 46	738 45	577 82	5,379 99	1,379 04	11
....	....	....	....	....	....	....	....	12
770 89	114 99	....	18,191 91	799 40	198 51	246 82	695 61	13
....	....	....	....	....	....	....	....	14
....	....	....	....	....	16,516 21	....	1,232 85	15
....	....	....	....	....	20,705 13	....	378 23	16
....	....	....	....	....	17,907 99	....	937 29	17
....	....	....	....	....	31,645 22	....	4,050 55	18
....	....	....	....	....	14,398 32	....	....	19
....	....	....	1,871 77	....	1,800 00	....	137 16	20
....	....	....	10,988 93	....	....	....	1,257 52	21
....	....	....	1,720 41	....	....	....	13 69	22
466 09	48 50	....	38,499 67	....	Cr. 258 42	....	44 18	23
452 60	....	....	5,188 09	....	213 40	....	1,706 28	24
....	....	....	1,551 73	....	....	1,181 73	7,863 86	25
787 77	437 93	12 09	21,963 86	....	2,359 93	257 61	420 78	26
1,220 20	740 40	....	31,590 57	2,357 19	....	....	55 56	27
48 94	....	....	1,433 56	103 60	22 55	....	....	28
48,393 12	34,689 50	....	184,451 97	18,979 40	....	74,597 86	243,188 10	29
....	....	....	....	....	19,892 13	....	....	30
....	....	....	7,776 28	....	....	....	875 48	31
....	....	....	23,136 30	....	13,145 13	....	....	32
811 14	Cr. 2 27	....	11,853 27	Cr. 7 13	204 20	1,059 11	448 41	33
4,391 61	3,360 14	....	66,992 55	4,208 76	3,159 35	248 96	181 80	34
....	....	....	194 75	....	....	....	28 17	35
141 57	821 84	....	8,188 44	239 23	....	31 95	3,019 36	36
556 02	218 24	....	9,631 43	2,115 36	1,344 90	6,586 07	11,992 73	37
....	....	....	924 79	....	....	....	....	38
347 64	1,008 59	....	4,349 62	1,720 77	119 37	57 30	752 08	39
19 75	3,551 06	....	14,468 80	....	2,912 48	1,884 45	18,464 05	40
107 71	....	....	2,259 56	....	317 81	775 08	464 90	41
....	....	....	....	....	....	....	....	42
....	....	....	....	6,091 84	7,095 44	2 00	997 85	43
1,345 20	1,681 70	....	1,085 94	6,770 23	1,899 23	6,213 10	24,875 83	44
780 83	....	....	17,283 51	....	....	....	5,110 89	45
....	....	....	10,043 27	....	....	....	....	46
....	....	....	....	....	....	....	....	47
....	240 40	....	5,764 44	8 25	1,308 16	....	....	48
30 00	....	....	5,543 32	....	....	1,275 10	58 00	49
....	....	....	5,477 34	....	....	2,183 65	334 30	50
....	....	....	....	....	....	....	....	51
....	....	....	....	....	6,907 67	780 00	1,036 73	52
....	....	....	....	....	1,764 08	....	13 77	53
113 43	....	....	1,959 29	....	10 00	....	400 77	54
....	....	....	2,508 94	....	....	579 30	551 32	55
....	....	....	3,998 91	....	1,077 01	2,885 96	3,790 39	56

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Maintenance—Way and Structures.			
		Superintendence. — Administration.	Ballast.	Ties. — Traverses.	Rails.
		$ cts.	$ cts.	$ cts.	$ cts.
57	Toronto	10,190 34	....	3,441 11	2,107 21
58	Toronto Civic	....	....	1 70	....
59	Toronto Suburban	5,470 34	358 51	672 87	1,189 30
60	Toronto and York Radial	3,558 15	978 45	3,646 09	Cr. 1,017 59
61	Waterloo Wellington	....	....	....	....
62	Windsor, Essex and Lake Shore	673 70	....	....	....
63	Winnipeg	5,969 46	1,006 30	3,914 19	9,216 66
64	Winnipeg, Selkirk and Lake Winnipeg	2,008 75	....	....	....
65	Woodstock, Thomas Valley and Ingersoll	....	....	297 50	....
66	Yarmouth	....	....	....	....
	Total	81,081 12	17,620 57	105,384 32	46,770 19

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Entretien des voies et ouvrages.

Rail Fastenings and Joints. — Plaques d'accouplement et tire-fonds.	Special Work. — Travaux spéciaux.	Underground Construction. — Constructions souterraines.	Roadway and Track Labour. — Main-d'oeuvre pour chemin et voie.	Paving. — Pavage.	Miscellaneous Roadway and Track Expenses. — Diverses dépenses pour chemin et voie.	Cleaning and Sanding Track. — Nettoyage et ensablement de la voie.	Removal of Snow, Ice and Sand. — Enlèvement de la neige, glace et sable.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
4,732 67	10,770 15	....	72,461 29	1,006 80	3,735 97	6,403 01	7,668 13	57
64 79	276 80	....	2,531 38	356 04	271 70	1,122 99	235 73	58
316 65	631 41	....	22,896 94	....	932 50	7,818 47	1,691 70	59
2,388 55	....	....	38,331 80	....	1,208 52	10,612 38	4,039 50	60
....	....	....	....	....	843 39	....	64 27	61
....	....	....	28,401 68	....	....	....	....	62
4,299 76	12,221 56	....	13,447 78	16,719 37	2,113 16	14,148 91	2,514 56	63
....	....	....	....	....	13,922 08	....	....	64
....	....	....	1,348 01	549 33	258 98	....	....	65
....	....	....	127 06	....	....	....	....	66
77,267 62	78,063 07	4,035 36	857,064 43	75,228 95	220,949 19	164,242 27	362,621 13	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Maintenance— — Entretien des			
		Tunnels.	Elevated structures and Foundations. — Constructions aériennes et supports.	Bridges, Trestles and Culverts. — Ponts, croisillons et ponceaux.	Crossings, Fences, Cattle. Guards and Signs. — Traverses, clôtures, cours à bestiaux et enseignes.
		$	$	$	$
1	Brandon Municipal				
2	Brantford and Hamilton				
3	Brantford Municipal				
4	British Columbia			6,476 95	4,830 62
5	Calais Street			1,057 69	
6	Calgary Municipal				
7	Canadian Resources Development				
8	Cape Breton			525 91	182 85
9	Chatham, Wallaceburg and Lake Erie	38	22	497 34	109 03
10	Cornwall				
11	Edmonton Radial				687 67
12	Fort William				
13	Grand River			499 08	640 94
14	Guelph Radial				
15	Hamilton and Dundas				
16	Hamilton, Grimsby and Beamsville				
17	Hamilton Radial				
18	Hamilton Street				
19	Hull				
20	International Transit Co				
21	Kingston, Portsmouth and Cataraqui				
22	Kitchner & Waterloo				
23	Lake Erie and Northern			1,671 29	2,435 3
24	Lethbridge Municipal				
25	Lévis County				
26	London and Port Stanley			6,712 43	2,042 57
27	London Street				
28	Moncton Tramways				
29	Montreal Tramways				
30	Montreal and Southern Counties				
31	Moose Jaw				
32	New Brunswick Power Co			1 96	
33	Niagara Falls Park and River			1,914 56	527 05
34	Niagara St. Catharines and Toronto			4,651 88	3,791 82
35	Niagara, Welland and Lake Erie			1,675 65	
36	Nipissing Central			22 37	91 09
37	Nova Scotia Tramways and Power Co				
38	Nelson				
39	Oshawa				112 11
40	Ottawa			1,809 90	49 68
41	Peterborough Radial				
42	Picton				
43	Port Arthur			100 00	
44	Quebec Railway, Light and Power Co. (Citadel)			3,251 31	765 14
45	Quebec Rly., Light & Power Co. (Montmorency)			861 46	1,561 52
46	Regina Municipal				
47	Sandwich, Windsor and Amherstburg				
48	Sarnia				170 50
49	Saskatoon				
50	Schomberg and Aurora			1,160 93	302 52
51	Shawinigan Falls				
52	Sherbrooke				
53	St. Thomas				
54	Sudbury Copper-Cliff Suburban				492 03

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Way and Structures. — voies et ouvrages.								
Signal and Interlocking Systems. — Signaux et aiguillage à enclanchement.	Telephone and Telegraph Systems. — Signaux de téléphone et de télégraphe.	Other Miscellaneous Way Expenses. — Diverses autres dépenses de la ligne.	Poles and Fixtures. — Poteaux et accessoires.	Underground Conduits. — Conduits souterrains.	Transmission System — Réseau de transmission.	Distribution System. — Réseau de distribution.	Miscellaneous Electric Line Expenses. — Dépenses diverses de ligne électrique.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	3,813 36	...	2
...	...	...	1,259 36	...	...	...	...	3
1,560 62	1,933 15	2,359 95	618 23	...	956 31	28,526 62	544 88	4
...	...	97 92	...	...	...	140 63	...	5
...	...	...	...	...	...	...	4,556 80	6
...	...	...	...	...	...	...	...	7
112 08	473 55	...	2,523 97	...	424 31	5,593 72	...	8
1,491 77	32 65	2 00	...	...	20 81	789 89	...	9
...	...	...	75 00	...	...	838 81	...	10
141 50	106 67	...	277 75	...	...	2,897 73	17 04	11
...	...	...	...	...	...	...	...	12
209 80	588 53	...	1,269 08	...	...	1,724 18	...	13
...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	1,164 09	...	15
...	...	...	...	...	...	4,768 10	...	16
...	...	...	...	...	...	3,410 72	...	17
...	...	...	...	...	...	12,886 14	...	18
...	...	...	...	...	...	...	5,796 74	19
...	...	...	...	...	...	...	197 40	20
...	...	...	...	...	...	...	474 56	21
722 66	...	...	...	...	...	...	64 60	22
457 49	265 47	...	720 11	2 50	18 00	1,644 03	...	23
...	...	...	...	...	...	...	639 32	24
...	...	...	...	...	...	4,487 62	...	25
809 89	1,130 71	...	48 35	...	...	4,040 01	22 13	26
...	...	...	254 92	...	...	4,804 21	262 50	27
...	...	18 78	...	...	27 15	...	199 75	28
...	...	...	2,706 32	...	...	...	93,075 73	29
...	...	2,480 79	597 72	21 47	44 22	7,926 60	564 65	30
...	...	...	...	...	...	...	477 32	31
...	...	...	487 51	...	...	6,233 77	20,121 49	32
...	...	...	440 30	...	1 26	2,385 49	...	33
988 23	1,012 21	...	972 68	...	208 82	15,167 54	...	34
...	...	...	...	...	...	...	126 99	35
...	244 23	...	349 32	5 43	...	1,383 64	...	36
...	...	...	10 40	...	...	3,022 20	...	37
...	...	...	...	...	...	...	532 57	38
240 69	...	...	...	...	...	3,172 64	...	39
...	...	1,185 23	212 35	...	...	26,789 12	1,925 03	40
179 46	...	5 00	2 19	...	...	...	1,947 36	41
...	...	...	...	...	...	...	...	42
...	159 69	...	...	...	...	...	2,622 56	43
134 27	...	8 31	Cr. 6 30	...	12 68	7,663 21	665 92	44
593 71	0 58	647 12	...	...	3,679 95	...	...	45
...	...	...	...	...	...	...	2,568 48	46
...	...	24,716 80	...	...	...	...	10,421 86	47
...	...	...	...	...	...	...	36 16	48
113 80	...	...	125 00	...	...	...	1,062 04	49
...	104 61	...	85 45	...	...	89 87	...	50
...	...	...	197 26	...	...	4,954 82	...	51
...	...	...	...	...	...	...	1,568 19	52
...	...	62 29	...	...	...	...	...	53
...	...	...	...	...	213 08	109 21	...	54

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Maintenance— — Entretien de			
		Tunnels. —	Elevated structures and Foundations. — Constructions aériennes et supports.	Bridges, Trestles and Culverts. — Ponts, croisillons et ponceaux.	Crossings, Fences, Cattle Guards and Signs. — Traverses, clôtures, cours à bestiaux et enseignes.
		$ cts.	$ cts.	$ cts.	$ cts.
55	Suburban Rapid Transit Co				
56	Three Rivers Traction Co				
57	Toronto				
58	Toronto Civic				
59	Toronto Suburban			739 97	1,549 88
60	Toronto and York Radial			3,784 65	232 92
61	Waterloo Wellington				
62	Windsor, Essex and Lake Shore				
63	Winnipeg			1,482 38	1,190 89
64	Winnipeg, Selkirk and Lake Winnipeg				
65	Woosdtock, Thames Valley and Ingersoll			89 55	
66	Yarmouth				
	Total	38 22		38,987 26	21,766 18

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Way and Structures.
—
voies et ouvrages.

Signal and Interlocking Systems. — Signaux et aiguillage à enclanchement.	Telephone and Telegraph Systems. — Signaux de téléphone et de télégraphe.	Other Miscellaneous Way Expenses. — Diverses autres dépenses de la ligne.	Poles and Fixtures. — Poteaux et accessoires.	Underground Conduits. — Conduits souterrains.	Transmission System. — Réseau de transmission.	Distribution System. — Réseau de distribution.	Miscellaneous Electric Line Expenses. — Dépenses diverses de ligne électrique.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	604 53	....	....	1,550 73	....	55
....	....	159 38	....	....	552 64	....	....	56
....	....	....	....	....	49,310 15	....	....	57
....	26 19	....	959 50	....	....	1,892 11	116 44	58
408 00	167 34	395 77	552 30	....	25 48	13,627 91	....	59
629 35	1,555 66	....	1,353 60	....	283 51	4,989 72	....	60
....	....	....	....	....	....	....	....	61
....	....	....	....	....	....	....	7,384 58	62
686 45	432 48	1,675 52	....	....	7,082 74	20,254 77	214 48	63
....	....	2 94	30 41	....	278 25	345 26	8 00	64
....	....	....	77 02	....	....	....	....	65
....	....	....	....	....	75 77	213 16	....	66
9,479 77	8,232 72	33,817 80	16,804 33	29 40	63,215 13	203,302 13	158,215 57	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Maintenance of Way and Structures. — Entretien des voies et ouvrages.			
		Buildings and Structures. — Bâtiments et constructions.	Other Operations. Dr. — Autres exploitations. Dt.	Other Operations. Cr. — Autres exploitations. Av.	Total Way and Structures. — Total des voies et ouvrages.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Brandon Municipal				
2	Brantford and Hamilton	544 74			28,249 05
3	Brantford Municipal	1,046 35			8,359 22
4	British Columbia	1,470 02	1,049 34		257,389 35
5	Calais Street	177 46			4,281 15
6	Calgary Municipal	448 83			23,833 14
7	Canadian Resources Development				
8	Cape Breton	1,669 82			46,228 73
9	Chatham, Wallaceburg and Lake Erie	1,191 86			17,396 57
10	Cornwall				5,171 16
11	Edmonton Radial	759 77			22,128 15
12	Fort William				
13	Grand River	988 29			43,190 58
14	Guelph Radial				
15	Hamilton and Dundas	130 21			19,043 36
16	Hamilton, Grimsby and Beamsville	772 18			26,623 64
17	Hamilton Radial	63 98			22,319 98
18	Hamilton Street	516 56			49,098 47
19	Hull	492 86			22,432 92
20	International Transit Co	1 50			4,616 16
21	Kingston, Portsmouth and Cataraqui	364 29			13,085 30
22	Kitchener and Waterloo	24 30			3,745 66
23	Lake Erie and Northern	1,524 00			50,870 19
24	Lethbridge Municipal	176 58			12,321 85
25	Lévis County	336 82			24,288 74
26	London and Port Stanley	5,442 95			49,759 12
27	London Street	2,764 13			47,283 38
28	Moncton Tramways	56 88			1,928 43
29	Montreal Tramways	66,576 87			766,658 87
30	Montreal and Southern Counties	2,300 32			36,481 50
31	Moose Jaw	20 23	60 00		9,773 31
32	New Brunswick Power Co	566 25			65,022 89
33	Niagara Falls Park and River	1,094 16			24,624 23
34	Niagara, St. Catharines and Toronto	4,266 05			127,033 44
35	Niagara, Welland and Lake Erie	56 95			2,082 51
36	Nipissing Central	4,703 89			21,274 90
37	Nova Scotia Tramways and Power Co	2,413 58	213 55		41,324 61
38	Nelson	39 90			3,007 26
39	Oshawa	1,365 55			17,349 06
40	Ottawa	3,672 37			81,705 16
41	Peterborough Radial	173 49			6,242 80
42	Pictou				
43	Port Arthur	149 13			17,218 51
44	Quebec Rly., Light and Power (Citadel)	1,752 78			75,556 90
45	Quebec Rly., Light and Power (Montmorency)	2,323 10	443 73		38,284 60
46	Regina Municipal	134 02			13,129 10
47	Sandwich, Windsor and Amherstburg	1,006 71			37,705 37
48	Sarnia	162 86			10,085 45
49	Saskatoon	560 89			9,872 59
50	Schomberg and Aurora	30 35			12,566 59
51	Shawinigan Falls	325 44			12,431 85
52	Sherbrooke	21 01			10,313 60
53	St. Thomas				1,840 14
54	Sudbury, Copper Cliff Suburban	50 26			5,738 29

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Maintenance of Equipment. — Entretien du matériel.								
Superintendence. — Administration.	Power Plant Equipment. — Machinerie de l'usine de force motrice	Sub station Equipment. — Machinerie des sous-stations.	Passengers and Combination Cars. — Voitures à voyageurs et mixtes.	Freight, Express and Mail Cars. — Voitures à marchandises, messagerie et poste.	Locomotives.	Service Cars. — Voitures de réparations.	Electric Equipment of Cars. — Moteurs des voitures.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
								1
		4,354 21	8,738 77				7,731 79	2
						4,193 17		3
7,853 18	0 92	47 84	94,081 36	22,779 20	3,896 64	661 67	60,528 89	4
	703 24		1,840 69				416 05	5
			64,842 72					6
								7
482 92		153 20	13,007 48	639 52		2,197 86	11,908 67	8
7 78	1,852 98	58 27	2,641 19	991 82	810 31	10 39	1,431 88	9
	119 25		7,985 73		700 00	100 00	3,723 11	10
5,414 11			32,204 99			1,341 16	26,907 88	11
								12
140 40			9,775 27	113 75	4,392 22	330 56	4,601 92	13
								14
			993 34				580 63	15
		3,502 66	9,756 54	5,333 49				16
			7,964 72	3,157 60			5,622 23	17
			71,497 59				57,594 57	18
1,740 00			17,984 40				14,561 50	19
683 33		4,995 39					4,534 41	20
								21
			1,612 88				1,859 63	22
118 80	50 95	714 06	9,698 90	58 56	2,192 78	490 54	3,642 36	23
			6,786 14				2,770 58	24
			11,414 45			3,594 57	8,003 06	25
2,081 43			18,040 89	3,736 73		700 52	1,429 43	26
1,620 00			36,440 35				15,642 63	27
			1,352 19				811 53	28
	67,287 07		409,798 35	26,840 91			365,810 02	29
3,965 55		619 97	13,767 11				11,202 38	30
564 00	0 50		3,367 75				656 35	31
455 62			28,060 60				9,399 91	32
304 04	540 60		1,379 24			Cr. 12 67	652 53	33
272 00		377 27	27,789 33	6,241 18	7,910 90	2,074 49	60,265 14	34
	2,731 88		1,714 21				534 86	35
204 00			9,250 51	50 80		42 04	4,358 23	36
			26,879 41			3,545 23	22,632 38	37
		18 37						38
		307 07	556 79	258 49	947 94	224 60	741 57	39
9,051 90	1,725 95	17,306 94	44,402 22				35,734 21	40
			6,367 42			15 29	3,022 05	41
								42
313 45		310 15	9,518 05				6,549 90	43
395 44			29,610 67				19,245 07	44
483 20			9,579 34		109 59		8,793 00	45
2,156 62			13,590 42				5,854 88	46
	1,046 05		15,782 61				11,246 55	47
3,178 35							5,111 56	48
2,040 00			13,028 21			87 00	4,470 41	49
		170 80						50
					1,863 12			51
			4,144 97				951 30	52
			5,580 27					53
			6,118 34					54

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Maintenance of Way and Structures. — Entretien des voies et ouvrages.			
		Buildings and Structures. — Bâtiments et constructions.	Other Operations Dr. — Autres exploitations. Dt.	Other Operations Cr. — Autres exploitations. Av.	Total Way and Structures. — Total des voies et ouvrages.
		$ cts.	$ cts.	$ cts.	$ cts.
55	Suburban Rapid Transit Co.	475 55	....	....	6,462 41
56	Three Rivers Traction Co.	16 78	....	....	12,481 07
57	Toronto	16,026 60	....	....	187,853 43
58	Toronto Civic	2,227 17	....	....	10,082 54
59	Toronto Suburban	1,954 71	....	....	61,400 05
60	Toronto and York Radial	5,092 62	....	....	81,667 88
61	Waterloo Wellington	....	....	....	907 66
62	Windsor, Essex and Lake Shore	700 72	....	....	37,160 68
63	Winnipeg	4,548 75	....	....	123,140 17
64	Winnipeg, Selkirk and Lake Winnipeg	490 49	....	....	17,086 18
65	Woodstock, Thomas Valley and Ingersoll	....	....	....	2,620 39
66	Yarmouth	10 85	....	....	426 84
	Totals	146,274 78	1,766 62	....	2,792,258 13

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Maintenance of Equipment. — Entretien du matériel.								
Superintendence. — Administration.	Power Plant Equipment. — Machinerie de l'usine de force motrice.	Sub station Equipment. — Machinerie des sous-stations.	Passengers and Combination Cars. — Voitures à voyageurs et mixtes.	Freight, Express and Mail Cars. — Voitures à marchandises, messagerie et poste.	Locomotives.	Service Cars. — Voitures de réparations.	Electric Equipment of Cars. — Moteurs des voitures.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	80 57	....	....	....	....	....	55
....	....	....	6,810 24	....	....	222 91	1,678 64	56
35,420 27	4,426 34	16,612 60	277,655 25	....	....	....	244,540 30	57
2,070 39	....	....	19,511 53	....	....	538 08	4,404 80	58
2,690 84	....	23 34	19,186 75	791 44	505 18	950 21	10,385 03	59
....	5,424 90	....	48,789 25	26,094 12	....	....	42,835 34	60
....	....	....	1,140 93	....	....	....	....	61
1,300 53	2,447 22	....	8,564 64	....	....	....	4,830 75	62
5,563 72	13,143 22	5,117 17	119,086 98	....	....	1,967 58	66,020 79	63
1,552 15	....	640 66	6,753 56	....	....	....	3,789 32	64
....	197 44	....	2,216 16	....	....	....	....	65
....	379 18	....	992 11	....	....	....	1,498 10	66
92,124 02	102,077 69	55,410 54	1,619,653 81	97,087 61	23,328 18	23,275 20	1,191,518 12	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Maintenance — Entretien			
		Electric Equipment of Locomotives. — Matériel électrique des locomotives.	Shop Machinery and Tools. — Machinerie et outillage des ateliers.	Shop Expenses. — Dépenses des ateliers.	Horses and Vehicles. — Chevaux et véhicules.
		$ cts.	$ cts.	$ cts.	$ cts
1	Brandon Municipal				
2	Brantford and Hamilton				
3	Brantford Municipal				
4	British Columbia	8,064 85	2,622 41	11,228 01	991 04
5	Calais Street			331 62	
6	Calgary Municipal	21,590 16		2,743 56	
7	Canadian Resources Development				
8	Cape Breton		298 84	489 24	21 76
9	Chatham, Wallaceburg and Lake Erie	1,229 09	289 19	51 00	
10	Cornwall	650 00		150 00	
11	Edmonton Radial		429 24	3,815 49	
12	Fort William				
13	Grand River		689 80	1,182 92	
14	Guelph Radial				
15	Hamilton and Dundas				
16	Hamilton, Grimsby and Beamsville	9,339 47			
17	Hamilton Radial				
18	Hamilton Street				
19	Hull			4,346 36	
20	International Transit Co			1,116 94	
21	Kingston, Portsmouth and Cataraqui			558 64	
22	Kitchner and Waterloo		162 73	436 27	370 92
23	Lake Erie and Northern		0 54	245 92	
24	Lethbridge Municipal		529 82		
25	Lévis County		3,101 19		
26	London and Port Stanley	2,856 11	195 79	4,739 90	
27	London Street				
28	Moncton Tramways			301 54	
29	Montreal Tramways			72,094 08	
30	Montreal and Southern Counties				
31	Moose Jaw			342 95	
32	New Brunswick Power Co			1,083 39	
33	Niagara Falls Park and River	3 22		12 51	37 36
34	Niagara, St. Catharines and Toronto	13,909 97	413 01	3,719 10	501 39
35	Niagara Welland and Lake Erie				
36	Nipissing Central		10 38	313 80	
37	Nova Scotia Tramways and Power Co				
38	Nelson				
39	Oshawa	688 85	197 72	133 88	277 98
40	Ottawa		194 28		8,361 63
41	Peterborough Radial		7 73		
42	Picton				
43	Port Arthur				
44	Quebec Rly., Light and Power (Citadel)				
45	Quebec Rly., Light and Power (Montmorency)		677 27		
46	Regina Municipal			3,263 16	
47	Sandwich, Windsor and Amherstburg			504 57	
48	Sarnia			196 69	444 97
49	Saskatoon		125 00	3,403 97	
50	Schomberg and Aurora		9 81		
51	Shawinigan Falls	18 16			
52	Sherbrooke			101 23	
53	St. Thomas				
54	Sudbury, Copper Cliff Suburban				

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

of Equipment. — du matériel.				Traffic Expenses. — Dépenses du trafic.				
Other Miscellaneous Equipment expenses. — Autres dépenses pour le matériel.	Other Operations. Dr. — Autres exploitations. Dt.	Other Operations. Cr. — Autres exploitations. Av.	Total Maintenance of Equipment. — Total, entretien du matériel.	Superintendence and Solicitation. — Administration et sollicitation.	Advertising. — Publicité.	Miscellaneous Traffic Expenses. — Dépenses diverses du trafic.	Total Traffic Expenses. — Total, dépenses du trafic.	No. — N°.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	....	....	....	....	1
....	....	....	20,824 77	....	102 36	....	102 36	2
86 46	....	....	4,279 63	....	283 35	....	283 35	3
1,526 95	7,027 54	....	221,310 50	....	6,410 80	162 30	6,573 10	4
....	....	....	3,291 60	....	....	....	....	5
191 01	....	....	89,367 45	....	1,755 64	....	1,755 64	6
....	....	....	....	....	....	....	....	7
....	8,716 44	....	37,915 93	446 94	454 64	....	901 58	8
....	....	....	9,373 90	....	58 15	479 30	537 45	9
....	....	....	13,428 09	....	99 05	....	99 05	10
....	....	....	70,112 87	2,871 53	694 18	....	3,565 71	11
....	....	....	....	....	....	....	....	12
....	....	....	21,226 84	3.214 74	163 33	743 92	4,121 99	13
....	....	....	....	....	....	....	....	14
....	....	....	1,573 97	....	30 75	....	30 75	15
....	....	....	27,932 16	....	59 51	....	59 51	16
....	....	....	16,744 55	....	297 17	....	297 17	17
....	....	....	129,092 16	....	1,010 00	....	1,010 00	18
....	....	....	38,632 26	....	128 31	....	128 31	19
....	....	....	11,330 07	....	42 40	....	42 40	20
....	....	....	558 64	....	160 75	....	160 75	21
1,295 23	....	....	5,737 66	....	158 17	....	158 17	22
....	....	....	17,213 41	2,494 28	87 27	166 45	2,748 00	23
106 64	....	....	10,193 18	....	380 12	....	380 12	24
25 35	....	....	26,138 62	....	382 20	....	382 20	25
3 75	....	....	33,784 55	3,865 05	2,672 36	941 69	7,479 10	26
5,027 50	....	....	58,730 48	....	....	....	....	27
1,798 00	....	....	4,263 26	....	....	....	....	28
290,771 62	....	....	1,232,602 05	....	....	....	....	29
3,360 92	....	....	32,915 93	....	....	1,539 70	1,539 70	30
....	....	....	4,931 55	....	15 50	....	15 50	21
....	....	....	38,999 52	....	747 20	....	747 20	32
....	....	....	2,916 83	840 42	1,585 72	....	2,426 14	33
253 58	....	....	123,727 36	5,982 28	4,140 47	884 18	11,006 93	34
78 04	....	....	5,058 99	....	....	....	....	35
....	....	....	14,229 76	....	60 86	....	60 86	36
....	2,300 45	....	55,357 47	....	1,039 46	255 19	1,294 65	37
....	....	....	18 37	....	....	....	....	38
....	....	....	4,334 89	....	....	....	....	39
852 57	....	....	117,629 70	....	....	1,086 06	1,086 06	40
....	....	....	9,412 49	....	....	....	....	41
....	....	....	....	....	....	....	....	42
133 83	....	....	16,825 38	16 00	....	....	16 00	43
9,439 81	....	....	58,690 99	....	149 20	7,539 41	7,688 61	44
46 91	....	....	19,688 81	....	1,623 06	2,038 23	3,661 29	45
....	....	....	24,865 08	380 28	1,982 71	....	2,362 99	46
....	....	....	28,579 78	....	58 48	....	58 48	47
....	....	....	8,931 57	....	....	....	....	48
400 00	....	....	23,554 59	....	....	....	....	49
....	....	....	180 61	....	....	....	....	50
....	....	....	1,881 28	....	....	....	....	51
2,415 82	....	....	7,613 32	....	....	....	....	52
....	....	....	5,580 27	....	....	....	....	53
....	....	....	6,118 34	....	23 56	....	23 56	54

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du tramway.	Maintenance — Entretien			
		Electric Equipment of Locomotives. — Matériel électrique des locomotives.	Shop Machinery and Tools. — Machinerie et outillage des ateliers.	Shop Expenses. — Dépenses des ateliers.	Horses and Vehicles. — Chevaux et véhicules.
		$ cts.	$ cts.	$ cts.	$ cts.
55	Suburban Rapid Transit Co.				
56	Three Rivers Traction Co.			369 85	
57	Toronto		10,945 36	25,811 57	39,049 19
58	Toronto Civic		215 99	587 56	503 75
59	Toronto Suburban		154 06	4,181 90	
60	Toronto York Radial		2,578 25	371 89	
61	Waterloo-Wellington				
62	Windsor, Essex and Lake Shore				
63	Winnipeg		1,535 68	16,048 60	106 61
64	Winnipeg, Selkirk and Lake Winnipeg				
65	Woodstock, Thomas Valley and Ingersoll				
66	Yarmouth				
	Total	58,349 88	25,384 09	164,278 11	50,666 60

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

of Equipment. — du matériel.				Traffic Expenses. — Dépenses du trafic.				
Other Miscellaneous Equipment expenses. — Autres dépenses pour le matériel.	Other Operations. Dr. — Autres exploitations. Dt.	Other Operations. Cr. — Autres exploitations. Av.	Total Maintenance of Equipment. — Total, entretien du matériel.	Superintendence and Solicitation. — Administration. et sollicitation.	Advertising. — Annonces.	Miscellaneous Traffic Expenses. — Dépenses diverses du trafic.	Total Traffic Expenses. — Total, dépenses du trafic.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	80 57	....	....	....	....	55
79 68	....	....	9,161 32	....	....	....	....	56
20,266 22	....	....	674,727 10	....	12,674 53	....	12,674 53	57
....	....	....	27,832 10	4,586 79	85 54	....	4,672 33	58
6,361 16	....	....	45,229 91	208 50	210 51	0 40	419 41	59
2,136 92	....	....	128,230 67	....	757 25	....	757 25	60
....	....	....	1,140 93	....	....	....	....	61
521 76	....	....	17,664 90	....	1,881 07	....	1,881 07	62
....	....	....	228,590 35	....	6,245 05	3,757 83	10,002 88	63
0 70	....	....	12,736 39	....	....	....	....	64
....	....	....	2,413 60	....	....	....	....	65
....	....	....	2,869 39	....	....	....	....	66
347,180 43	18,044 43	....	3,868,378 71	24,906 81	48,710 68	19,594 66	93,212 15	

TABLE 4.—Summary of Operating Expense

TABLEAU 4—Sommaire des frais d'exploitations

No. — N°	Name of Railway. — Nom du tramway.	Conducting Transportation—Power.—			
		Superintendence of Transportation. — Gérance des transports.	Power-plant Employees. — Employés, de l'usine de force motrice.	Sub-station Employees. — Employés, des stations intermédiaires.	Fuel for Power. — Combustible pour force motrice.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Brandon Municipal	...	...	...	...
2	Brantford and Hamilton	1,518 81	...	5,503 33	...
3	Brantford Municipal	...	...	...	...
4	British Columbia	72,551 71	...	...	...
5	Calais Street	...	2,768 57	...	...
6	Calgary Municipal	6,443 47	...	...	...
7	Canadian Resources Development	...	...	...	...
8	Cape Breton	6,074 21	...	3,037 68	...
9	Chatham, Wallaceburg and Lake Erie	...	6,496 35	...	53,049 15
10	Cornwall	...	966 67	...	175 00
11	Edmonton Radial	8,408 29	...	...	...
12	Fort William	...	...	...	...
13	Grand River	2,560 96	2,801 57	2,020 17	247 50
14	Guelph Radial	...	...	...	...
15	Hamilton and Dundas	654 95	...	...	...
16	Hamilton, Grimsby and Beamsville	1,231 22	...	5.404 32	...
17	Hamilton Radial	2,607 35	...	...	...
18	Hamilton Street	22,956 97	...	...	...
19	Hull	2,050 00	...	...	...
20	International Transit Co	688 34	...	...	...
21	Kingston, Portsmouth and Cataraqui	...	...	...	...
22	Kitchener and Waterloo	1,819 27	...	...	...
23	Lake Erie and Northern	3,398 59	651 28	4,160 68	...
24	Lethbridge Municipal	444 00	...	...	...
25	Levis County	3,080 92	...	1,186 50	...
26	London and Port Stanley	9,332 13	...	...	...
27	London Street	8,225 04	...	...	...
28	Moncton Tramways	450 00	...	...	...
29	Montreal Tramways	129,416 09	117,571 81	...	223,678 98
30	Montreal and Southern Counties	14,312 49	...	9,448 35	...
31	Moose Jaw	539 00	5,866 33	...	11,025 91
32	New Brunswick Power Co	1,630 39	...	...	...
33	Niagara Falls Park and River	2,348 39	9,218 63	...	...
34	Niagara, St. Catharines and Toronto	22,475 62	...	12,291 62	...
35	Niagara, Welland and Lake Erie	...	...	...	...
36	Nipissing Central	1,632 00	...	2,586 72	...
37	Nova Scotia Tramways and Power Co	7,653 73	6,808 36	...	33,163 50
38	Nelson	...	...	1,027 30	...
39	Oshawa	2,469 63	2,317 20	...	...
40	Ottawa	23,754 97	8,893 56	9,365 74	8,573 52
41	Peterborough Radial	19 50	...	...	...
42	Picton	...	...	...	...
43	Port Arthur	3,824 25	...	...	...
44	Quebec Rly., Light and Power (Citadel)	6,296 51	...	...	...
45	Quebec Rly., Light and Power (Montmorency)	66 60	...	1,828 02	...
46	Regina Municipal	3,285 80	...	...	...
47	Sandwich, Windsor and Amherstburg	2,425 00	11,895 35	...	5,804 35
48	Sarnia	...	...	...	...
49	Saskatoon	5,504 35	...	...	...
50	Schomberg and Aurora	120 00	...	1,079 14	...
51	Shawinigan Falls	...	...	...	...
52	Sherbrooke	794 50	...	...	...
53	St. Thomas	...	...	...	...
54	Sudbury, Copper Cliff Suburban	1,859 54	...	...	...
55	Suburban Rapid Transit Co	2,690 03	...	3,457 35	...
56	Three Rivers Traction Co	...	...	...	...

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Force motrice des transports.

Water for Power. — Eau pour force motrice.	Lubricants for Power. — Lubrifiants pour l'usine.	Miscellaneous Power-plant Supplies and Expenses. — Fournitures et dépenses diverses de l'usine.	Substation Supplies and Expenses. — Fournitures et dépenses des stations intermédiaires.	Power Purchased. — Achat de force motrice.	Other Operations. Dr. — Autres frais d'exploitation. Dt.	Other Operations. Cr. — Autres frais d'exploitation. Av.	Total, Power. — Total force motrice.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
...	...	...	...	...	...	...	...	1
...	...	...	...	13,494 31	...	...	18,997 64	2
...	...	...	...	15,981 46	...	...	15,981 46	3
...	...	...	91,606 78	627,559 09	...	...	719,165 87	4
...	...	620 77	...	7,500 00	...	...	10,889 34	5
...	...	...	...	93,704 86	...	...	93,704 86	6
...	...	...	...	300 00	...	...	300 00	7
...	...	...	205 00	...	41,757 41	...	45,000 09	8
317 12	815 20	1,235 05	0 66	527 26	...	...	62,440 79	9
...	70 00	28 01	...	...	...	...	1,239 68	10
...	...	...	...	109,785 00	...	...	109,785 00	11
...	...	...	...	...	...	...	...	12
...	18 05	545 09	76 57	20,442 77	...	...	26,151 72	13
...	...	...	...	...	...	...	...	14
...	...	...	...	7,625 68	...	...	7,625 68	15
...	...	...	...	12,958 78	...	...	18,363 10	16
...	...	...	...	18,840 91	...	...	18,840 91	17
...	...	...	...	68,864 16	...	...	68,864 16	18
...	...	18,613 52	...	...	...	...	18,613 52	19
...	...	...	...	12,000 00	...	...	12,000 00	20
...	...	...	...	4,571 99	...	...	4,571 99	21
...	...	...	...	8,008 47	...	...	8,008 47	22
...	...	...	120 98	28,339 54	...	...	33,272 48	23
...	...	...	...	13,265 70	...	...	13,265 70	24
...	33 19	...	2,170 52	11,400 00	...	...	14,790 21	25
...	...	...	...	31,334 15	...	...	31,334 15	26
...	...	...	...	35,482 25	...	...	35,482 25	27
...	...	...	...	3,462 50	...	...	3,462 50	28
2,416 34	4,383 75	4,415 44	4,502 98	815,406 73	...	...	1,172,376 03	29
...	...	...	1,587 47	36,780 79	...	...	47,816 61	30
151 40	1,378 37	1,363 53	...	...	25 50	...	19,811 04	31
...	...	...	...	59,365 64	...	...	59,365 64	32
...	158 36	215 57	...	...	...	...	9,592 56	33
...	...	...	2,059 86	35,918 73	...	...	50,270 21	34
...	...	...	...	1,850 41	...	...	1,850 41	35
...	...	21 57	24 43	16,346 12	...	...	18,978 84	36
522 08	314 96	4,769 28	...	...	...	...	45,578 18	37
...	...	...	...	...	...	...	1,027 30	38
...	...	...	...	8,291 22	...	...	10,608 42	39
4,564 49	246 11	1,842 67	203 18	29,059 36	...	...	62,748 63	40
...	...	...	...	6,000 00	...	...	6,000 00	41
...	...	...	...	...	...	...	...	42
...	...	236 06	...	19,999 92	...	...	20,235 98	43
...	...	...	...	34,058 74	...	...	34,058 74	44
...	...	...	...	41,250 00	...	...	43,078 02	45
...	...	...	...	54,315 33	...	...	54,315 33	46
...	923 47	96 02	...	58,857 45	...	53,778 15	23,798 49	47
...	...	...	...	9,648 37	...	...	9,648 37	48
...	...	...	...	27,712 30	...	...	27,712 30	49
...	...	...	...	1,800 00	...	...	2,879 14	50
...	...	...	...	5,115 10	...	...	5,115 10	51
...	...	...	...	12,199 60	...	...	12,199 60	52
...	...	...	...	6,053 21	...	...	6,053 21	53
...	...	...	...	5,791 86	...	...	5,791 86	54
...	...	...	590 03	18,659 76	...	...	22,707 14	55
...	...	...	...	9,230 11	...	...	9,230 11	56

TABLE 4—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitations

No. — N°	Name of Railway. — Nom du tramway.	Conducting Transportation—Power.— Superintendence of Transportation. — Gérance des transports.	Power-plant Employees. — Employés, de l'usine de force motrice.	Sub-station Employees. — Employés, des stations intermédiaires.	Fuel for Power. — Combustible pour force motrice.
		$ cts.	$ cts.	$ cts.	$ cts.
57	Toronto	239,047 55	6,388 76	30,553 28	5,915 35
58	Toronto Civic	10,977 70	....	....	....
59	Toronto Suburban	2,557 50	....	6,660 97	....
60	Toronto and York Radial	17,710 06	17,306 47	....	2,510 00
61	Waterloo, Wellington	....	....	....	....
62	Windsor, Essex and Lake Shore	1,303 69	6,415 95	....	31,804 43
63	Winnipeg	40,125 01	32,375 80	17,162 52	37,188 89
64	Winnipeg, Selkirk and Lake Winnipeg	....	....	4,414 60	....
65	Woodstock, Thomas Valley and Ingersoll	....	1,446 88	....	....
66	Yarmouth	....	1,885 02	1,551 91	....
	Total	699,336 13	242,074 56	122,740 20	413,136 58

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Force motrice des transports.

Water for Power. — Eau pour force motrice.	Lubricants for Power. — Lubrifiants pour l'usine.	Miscellaneous Power-plant Supplies and Expenses. — Fournitures et dépenses diverses de l'usine.	Substation Supplies and Expenses. — Fournitures et dépenses des stations intermédiaires.	Power Purchased. — Achat de force motrice.	Other Operations. Dr. — Aurtes frais d'exploitation. Dt.	Other Operations. Cr. — Autres frais d'exploitation. Av.	Total, Power. — Total, force motrice.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
16 81	203 10	5,647 53	1,775 72	822,418 41	....	....	872,918 96	57
....	....	....	....	73,735 69	....	....	73,735 69	58
....	....	....	603 62	49,162 87	....	....	56,427 46	59
....	331 25	33 24	....	66,000 00	....	....	86,180 96	60
....	....	....	....	1,786 92	....	....	1,786 92	61
....	....	1,529 86	....	....	....	....	39,750 24	62
465 01	115 17	3,257 98	2,892 05	....	....	....	93,457 42	63
....	....	....	459 11	22,918 40	....	....	27,792 11	64
....	....	....	....	2,572 92	....	....	4,019 80	65
....	335 90	222 74	....	....	....	....	3,995 57	66
8,453 25	9,326 88	44,693 93	108,878 96	3,497,754 84	41,782 91	53,778 15	4,435,063 96	

TABLE 4—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitations

No. — N°	Name of Railway. — Nom du tramway.	Conducting Transportation—Operation of Cars.—			
		Passenger Conductors Motormen and Trainmen. — Conducteurs watmen, etc., des voitures à voyageurs.	Freight and Express Conductors Motormen and Trainmen. — Conducteurs watmen, etc., du service des marchandises et des colis.	Miscellaneous Car Service Employees. — Personnel des voitures de réparations.	Miscellaneous Car Service Expenses. — Dépenses des voitures de réparations.
		$cts.	$ cts.	$ cts.	$ cts.
1	Brandon Municipal	....	....	....	....
2	Brantford and Hamilton	18,047 00	6,644 69	5,151 11	5,545 38
3	Brantford Municipal	40,332 19	....	6,583 40	2,852 47
4	British Columbia	1,272,129 75	110,843 43	8,905 45	58,594 53
5	Calais Street	10,978 48	....	....	38 50
6	Calgary Municipal	180,989 60	3,853 46	632 01	13,836 44
7	Canadian Resources Development	300 00	....	....	....
8	Cape Breton	60,230 23	2,650 54	67 32	5,041 78
9	Chatham, Wallaceburg and Lake Erie	8,298 72	9,764 98	....	752 35
10	Cornwall	7,857 56	2,500 00	....	642 29
11	Edmonton Radial	133,912 12	423 99	13,060 13	17,058 24
12	Fort William	....	....	....	....
13	Grand River	17,384 10	24,073 41	....	1,489 68
14	Guelph Radial	....	....	....	....
15	Hamilton and Dundas	18,143 42	....	552 88	1,723 86
16	Hamilton, Grimsby and Beamsville	25,476 13	10,662 64	2,254 58	4,059 12
17	Hamilton Radial	32,486 58	3,095 69	2,208 78	4,679 29
18	Hamilton Street	234,329 33	....	12,230 24	36,798 65
19	Hull	66,342 16	....	....	3,202 60
20	International Transit Co	25,939 36	....	....	1,046 13
21	Kingston, Portsmouth and Cataraqui	17,247 20	....	6,993 73	3,330 54
22	Kitchener and Waterloo	17,411 56	....	3,140 30	....
23	Lake Erie and Northern	9,766 30	9,884 77	....	1,318 39
24	Lethbridge Municipal	13,646 21	....	363 65	179 15
25	Lévis County	....	33,301 50	2,833 14	1,321 97
26	London and Port Stanley	15,375 72	19,696 98	....	1,433 34
27	London Street	166,043 64	....	2,328 12	12,991 91
28	Moncton Tramways	5,300 19	....	....	1,536 45
29	Montreal Tramways	2,091,692 07	....	22,423 53	159,234 02
30	Montreal and Southern Counties	47,113 77	6,190 01	7,451 53	....
31	Moose Jaw	40,944 21	....	1,238 76	2,001 30
32	New Brunswick Power Co	111,091 47	....	....	10,555 79
33	Niagara Falls Park and River	29,822 32	618 59	296 52	1,083 56
34	Niagara, St. Catharines and Toronto	112,292 93	45,503 73	5,084 29	8,550 56
35	Niagara, Welland and Lake Erie	7,286 14	....	....	249 46
36	Nipissing Central	24,404 21	4,043 43	112 23	2,416 51
37	Nova Scotia Tramways and Power Co	96,997 35	....	4,649 15	9,165 64
38	Nelson	8,351 81	....	1,409 35	....
39	Oshawa	7,728 01	11,136 92	....	1,136 24
40	Ottawa	450,190 65	....	5,813 45	47,842 02
41	Peterborough Radial	28,614 47	....	1,669 82	1,265 05
42	Picton	....	....	....	....
43	Port Arthur	42,988 09	8 76	4,891 42	14 87
44	Quebec Rly., Light and Power (Citadel)	163,878 70	1,900 51	95 14	12,753 12
45	Quebec Rly., Light and Power (Montmorency)	39,249 42	....	7,600 68	3,656 41
46	Regina Municipal	96,832 77	2,888 62	....	7,597 38
47	Sandwich, Windsor and Amherstburg	96,090 07	....	....	6,564 93
48	Sarnia	18,783 08	....	....	....
49	Saskatoon	78,868 01	....	2,920 00	520 00
50	Schomberg and Aurora	1,777 56	....	....	....
51	Shawinigan Falls	45,005 33	....	....	....
52	Sherbrooke	16,846 80	....	115 25	756 27

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—*suite.*

Transports.—Circulation des voitures.

Station Employees. — Employés des stations.	Station Expenses. — Dépenses des stations.	Carhouse Employees. — Employés des garages.	Carhouse Expenses. — Dépenses des garages.	Operation of Signal and Interlocking Systems. — Signaux et appareils d'enclanchement.	Operation of Telephone and Telegraph Systems. — Lignes télégraphiques et téléphoniques.	Express and Freight Collections and Delivery. — Chargement et livraison des marchandises et colis.	Loss and Damage. — Pertes et dommages.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
								1
						6,936 17		2
		2,726 08	1,420 46					3
80,178 98	31,078 84	106,038 36	16,798 87	14,433 74				4
		2,836 15						5
		18,351 00						6
								7
1,168 08	294 39	7,589 66	1,126 55	2 03	29 18		23 75	8
4,924 16	419 41	1,175 41	4 14	2,106 86		293 86	99 07	9
		850 00	309 36					10
458 65	1,841 02	10,672 57	3,560 39					11
								12
21,246 63	3,486 08	661 71	293 97	208 92	6 00		24 55	13
								14
						16 17		15
						1,532 10		16
						787 17		17
								18
	7,036 92							19
432 00	66 96	3,809 94						20
								21
								22
20,421 49	3,907 23	912 20	323 60	7,750 63	6 58		38 79	23
		162 99	830 88					24
		4,318 69						25
29,674 35	5,173 13	12,971 03	55 36	4,413 68		1,175 03	799 52	26
		7,224 81		4,502 28				27
								28
		125,753 76	68,862 16			44,864 94		29
17,390 92		10,075 65			9,652 58		347 63	30
		3,219 07	1,413 18					31
			13,833 82	2,796 44				32
2,730 89	22 13	4,389 28	8 77					33
46,665 32	8,617 51	11,478 34	20 00	12,169 33		8,047 30	2,814 38	34
			358 23					35
589 53	959 71	2,227 60	426 65					36
		6,256 17	4,210 17				17,359 15	37
		488 97	84 95					38
17,304 46	1,189 83	2,381 54	138 00	3,260 32		5,361 40		39
		27,142 99	4,829 87					40
		729 90	561 38	444 35				41
								42
		5,285 03						43
	233 95	17,789 09	1,909 40	3,678 27				44
18,511 98	2,221 17		985 64	0 96	146 60	464 75	30 48	45
		8,583 41	364 87	1,538 05			285 55	46
870 00		7,740 64						47
		747 25					6,092 17	48
				1,860 00				49
1,109 85	340 48			2,135 10				50
							6,249 88	51
		5,213 74						52

TABLE 4—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitations

No. — N°	Name of Railway. — Nom du tramway.	Conducting Transportation—Operation of Cars.—			
		Passenger Conductors Motormen and Trainmen. — Conducteurs watmen etc., des voitures à voyageurs.	Freight and Express Conductors Motormen and Trainmen. — Conducteurs watmen, etc., du service des marchandises et des colis.	Miscellaneous Car Service Employees. — Personnel des voitures de réparations.	Miscellaneous Car Service Expenses. — Dépenses des voitures de réparations.
		$ cts.	$ cts.	$ cts.	$ cts.
53	St. Thomas	16,581 41			
54	Sudbury—Copper Cliff Suburban	6,161 72	6,318 62		
55	Suburban Rapid Transit Co	69,307 93			2,079 90
56	Three Rivers Traction Co	16,482 53		1,346 00	329 34
57	Toronto	1,632,630 59		46,699 39	91,065 54
58	Toronto Civic	152,788 48			11,674 07
59	Toronto Suburban	57,526 97	12,055 62		6,168 53
60	Toronto and York Radial	101,993 72	10,583 06	742 41	19,783 92
61	Waterloo Wellington	2,330 60			
62	Windsor, Essex and Lake Shore	16,899 49		18,768 50	
63	Winnipeg	923,262 99		7,180 40	85,801 74
64	Winnipeg, Selkirk and Lake Winnipeg	23,508 61		2,358 70	
65	Woodstock, Thomas Valley and Ingersoll	4,169 40			362 60
66	Yarmouth	4,325 04			328 97
	Total	9,082,786 27	338,643 95	210,171 36	672,430 80

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Transports.—Circulation des voitures.

Station Employees. — Employés des stations.	Station Expenses. — Dépenses des stations.	Carhouse Employees. — Employés des garages.	Carhouse Expenses. — Dépenses des garages.	Operation of Signal and Interlocking Systems. — Signaux et appareils d'enclanchement.	Operation of Telephone and Telegraph Systems. — Lignes télégraphiques et téléphoniques.	Express and Freight Collections and Delivery. — Chargement et livraison des marchandises et colis.	Loss and Damage. — Pertes et dommages.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	4,047 33	44 03	....	....	....	....	53
....	....	3,885 03	....	....	....	....	....	54
....	430 88	....	....	1,000 60	....	....	....	55
....	....	1,426 35	....	....	....	....	....	56
......	....	151,280 76	60,196 13	....	....	....	....	57
....	....	14,191 02	3,349 14	526 54	196 52	....	....	58
5,765 00	2,150 70	4,580 61	....	4,149 51	....	1,537 93	119 17	59
23,574 69	2,241 00	21,314 82	1,580 55	....	....	8,339 65	314 81	60
....	....	....	....	....	....	....	....	61
....	....	....	....	....	....	....	....	62
187 27	2,795 35	46,530 31	13.376 65	7,278 31	4 59	....	....	63
11,147 79	....	566 01	....	....	....	....	23 19	64
....	264 00	....	....	....	....	....	108 50	65
....	....	....	....	....	....	....	....	66
304,352 04	74,770 69	667,625 27	201,277 17	74,255 92	10,042 05	79,356 47	34,730 59	

TABLE 4—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitations

No. — N°	Name of Railway. — Nom du tramway.	Conducting Transportation—*Con.* — Transports—*fin.*			
		Other Transportation Expenses. — Autres frais de transport.	Total Operation of Cars. — Total, circulation des voitures.	Total Transportation Expenses. — Total, frais de transport.	Salaries and Expenses of General Officers. — Traitements et dépenses des hauts fonctionnaires.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Brandon Municipal	....	....	....	....
2	Brantford and Hamilton	....	42,324 35	62,840 80	2,556 00
3	Brantford Municipal	....	53,914 60	69,896 06	1,165 50
4	British Columbia	7,318 80	1,706,320 7	52,498,038 3	3 24,399 9
5	Calais Street	....	13,853 13	24,742 47	2,400 00
6	Calgary Municipal	....	217,662 51	317,810 84	12,046 27
7	Canadian Resources Development	....	300 00	600 00	....
8	Cape Breton	103 11	78,326 62	129,400 92	9,124 93
9	Chatham, Wallaceburg and Lake Erie	82 55	27,921 51	90,362 30	6,455 25
10	Cornwall	....	12,159 21	13,398 89	750 00
11	Edmonton Radial	418 53	181,405 64	299,598 93	4,631 60
12	Fort William	....	....	....	....
13	Grand River	450 48	69,325 53	98,038 21	7,560 87
14	Guelph Radial	....	....	....	....
15	Hamilton and Dundas	....	20,436 33	28,716 96	1,044 00
16	Hamilton, Grimsby and Beamsville	....	43,984 57	63,578 89	1,908 00
17	Hamilton Radial	....	43,257 51	64,705 77	2,170 00
18	Hamilton Street	....	283,358 22	375,179 35	9,774 00
19	Hull	1,520 00	78,101 68	98,765 20	7,309 48
20	International Transit Co	....	31,294 39	43,982 73	1,547 33
21	Kingston, Portsmouth and Cataraqui	....	27,571 47	32,143 46	3,745 00
22	Kitchner and Waterloo	....	20,551 86	30,379 60	1,565 00
23	Lake Erie and Northern	115 22	54,445 20	91,116 27	6,748 86
24	Lethbridge Municipal	....	15,182 88	28,892 58	1,483 91
25	Lévis County	....	41,775 30	59,646 43	2,250 00
26	London and Port Stanley	79 87	90,848 01	131,514 29	4,678 92
27	London Street	84 10	193,174 86	236,882 15	7,899 96
28	Moncton Tramways	....	6,836 64	10,749 14	....
29	Montreal Tramways	....	2,512,830 48	3,814,622 60	60,899 88
30	Montreal and Southern Counties	130 08	98,352 17	160,481 27	....
31	Moose Jaw	....	48,816 52	69,166 56	3,300 00
32	New Brunswick Power Co	12 89	138,290 41	199,286 44	4,042 01
33	Niagara Falls Park and River	581 91	39 553 97	51,494 92	721 64
34	Niagara, St. Catharines and Toronto	755 02	261,998 71	334,744 54	5,062 73
35	Niagara, Welland and Lake Erie	....	7,893 83	9,744 24	....
36	Nipissing Central	141 20	35,321 07	55,931 91	....
37	Nova Scotia Tramways and Power Co	1,099 76	139,737 39	192,969 30	8,887 27
38	Nelson	....	10,335 08	11,362 38	....
39	Oshawa	....	49,636 72	62,714 77	4,020 70
40	Ottawa	7,953 36	543,772 34	630,275 94	28,087 01
41	Peterborough Radial	71 07	33,356 04	39,375 54	4,721 67
42	Picton	....	....	....	....
43	Port Arthur	....	53,188 17	77,248 40	6,371 09
44	Quebec Rly., Light and Power (Citadel)	2,382 33	204,620 51	244,975 76	3,705 00
45	Quebec Rly., Light and Power (Montmorency)	3,515 45	76,383 54	119,528 16	4,676 35
46	Regina Municipal	....	118,090 65	175,691 78	2,545 82
47	Sandwich, Windsor and Amherstburg	....	111,265 64	137,489 13	4,825 00
48	Sarnia	....	25,622 50	35,270 87	1,965 00
49	Saskatoon	8,584 38	92,752 39	125,969 04	....
50	Schomberg and Aurora	403 09	5,766 08	8,765 22	....
51	Shawinigan Falls	....	51,255 21	56,370 31	3,989 22
52	Sherbrooke	....	22,932 06	35,926 16	1,592 50

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

General and Miscellaneous Expenses. — Frais généraux et dépenses diverses.								
Salaries and Expenses of General Office Clerks. — Appointements des commis du bureau-chef.	General Office Supplies and Expenses. — Papeterie et autres dépenses du bureau-chef.	Law Expenses. — Frais judiciaires.	Relief Department Expenses. — Secours et bienfaisance.	Miscellaneous General Expenses. — Frais généraux divers.	Other Operations Dr. — Autres services. Dt.	Other Operations Cr. — Autres services. Av.	Total General and Miscellaneous. — Total, frais généraux et dépenses diverses.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	.....	.....	.....	1
8,374 15	1,275 93	287 30	.....	3,164 98	.....	.....	15,658 36	2
5,023 56	1,884 04	.....	.....	273 22	596 63	.....	8,942 95	3
84,841 70	15,346 36	8,553 71	.....	37,287 79	10 00	.....	170,439 46	4
780 00	57 24	.....	.....	179 31	.....	.....	3,416 55	5
3,848 75	683 12	.....	.....	4,426 87	2,663 93	.....	23,668 94	6
.....	.....	.....	.....	15 77	.....	.....	15 77	7
10,321 32	1,585 17	1,522 46	.....	8,012 51	.....	.....	30,566 39	8
4,817 52	578 37	392 21	.....	323 35	.....	.....	12,566 70	9
939 98	534 21	.....	.....	1,592 53	.....	.....	3,816 72	10
5,803 65	162 81	.....	.....	932 35	.....	.....	11,530 41	11
.....	.....	.....	.....	.....	.....	.....	.....	12
3,204 77	1,510 40	36 70	.....	1,609 58	.....	.....	13,922 32	13
.....	.....	.....	.....	.....	.....	.....	.....	14
3,608 37	305 12	1,628 17	.....	1,108 55	.....	.....	7,694 21	15
7,326 46	1,212 04	207 80	.....	2,804 53	.....	.....	13,458 83	16
7,421 83	959 29	2,059 14	.....	3,809 45	.....	.....	16,419 71	17
19,847 30	1,798 07	1,166 10	.....	9,127 33	.....	.....	41,712 80	18
.....	1,263 99	.....	.....	1,831 97	.....	.....	10,405 44	19
909 82	172 23	412 65	.....	606 89	.....	.....	3,648 92	20
.....	430 37	6 00	.....	430 61	.....	.....	4,611 98	21
964 18	283 24	.....	.....	591 67	.....	.....	3,404 09	22
4,096 76	427 74	4 01	.....	3,243 68	.....	.....	14,521 05	23
.....	217 07	.....	.....	432 64	374 67	.....	2,508 29	24
2,202 86	355 94	586 36	.....	1,421 47	.....	.....	6,816 63	25
14,063 60	2,185 61	657 58	.....	6,192 79	48,168 76	.....	75,947 26	26
4,007 75	1,091 02	1,879 40	.....	7,546 66	.....	.....	22,424 79	27
535 00	.....	.....	.....	120 00	.....	.....	655 00	28
103,187 24	.....	17,052 96	18,081 56	132,179 41	.....	.....	331,401 05	29
24,323 41	1,900 00	70 94	.....	431 30	.....	.....	26,725 65	30
3,083 84	230 48	1,458 61	.....	496 85	.....	.....	8,569 78	31
2,615 85	592 26	598 85	(2) 220 00	1,501 50	.....	.....	9,570 47	32
885 41	202 36	1,499 76	.....	1,349 34	.....	.....	4,658 51	33
25,446 74	3,489 07	1,670 06	.....	3,954 59	265 50	.....	39,888 69	34
1,210 50	250 50	36 00	.....	10 00	.....	.....	1,507 00	35
2,526 00	187 37	16 15	.....	100 83	.....	.....	2,830 35	36
3,273 65	1,869 19	1,563 35	22 08	10,077 08	.....	.....	25,692 62	37
.....	.....	.....	.....	71 00	.....	.....	71 00	38
1,393 50	1,334 83	58 33	.....	135 57	.....	.....	6,942 93	39
5,456 58	560 44	1,701 19	.....	23,423 34	.....	.....	59,228 56	40
5,895 84	2,504 17	.....	.....	1,009 63	.....	.....	14,131 31	41
.....	.....	.....	.....	.....	.....	.....	.....	42
.....	920 60	198 94	.....	356 32	.....	.....	7,846 95	43
14,046 18	275 38	3,529 03	(2) 2,301 97	4,517 12	.....	.....	28,374 69	44
8,286 53	712 79	890 98	.....	2,473 68	1,005 25	.....	18,045 58	45
5,767 76	62 95	.....	.....	154 62	.....	.....	8,531 15	46
6,736 50	1,654 35	1,000 00	.....	5,566 57	.....	.....	19,782 42	47
1,957 00	192 98	.....	.....	2,389 55	.....	.....	6,504 53	48
.....	.....	.....	.....	6,491 95	.....	.....	6,491 95	49
200 00	25 84	20 00	.....	104 01	.....	.....	349 85	50
.....	.....	75 00	.....	3,041 56	.....	.....	7,105 78	51
1,539 64	371 13	133 75	.....	13,469 90	.....	.....	17,106 92	52

(2) Pensions.

TABLE 4.—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitations

No. — N°	Name of Railway. — Nom du tramway.	Conducting Transportation—*Con.* — Transports—*fin.*			
		Other Transportation Expenses. — Autres frais de transport.	Total Operation of Cars. — Total circulation des voitures.	Total Transportation Expenses. — Total, frais de transport.	Salaries and Expenses of General Officers. — Traitements et dépenses des hauts fonctionnaires.
		$ cts.	$ cts.	$ cts.	$ cts.
53	St. Thomas	....	20,672 77	26,725 98	1,090 00
54	Sudbury—Copper Cliff Suburban	1,180 57	17,545 94	25,197 34	1,589 90
55	Suburban Rapid Transit Co	26 50	72,845 81	98,242 98	387 50
56	Three Rivers Traction Co	1,826 81	21,411 03	30,641 14	2,549 78
57	Toronto	8,806 66	1,990,679 07	3,102,645 58	48,923 44
58	Toronto Civic	133 65	182,859 42	267,572 81	1,797 73
59	Toronto Suburban	58 90	94,112 94	153,097 90	8,056 75
60	Toronto and York Radial	2,468 75	192,937 38	296,828 40	9,277 20
61	Waterloo Wellington	....	2,330 60	4,117 52	115 00
62	Windsor, Essex and Lake Shore	....	35,667 99	76,721 92	3,551 54
63	Winnipeg	207 71	1,086,625 32	1,220,207 75	29,340 97
64	Winnipeg, Selkirk and Lake Winnipeg	116 17	37,720 47	65,512 58	5,561 70
65	Woodstock, Thomas Valley and Ingersoll	....	4,904 50	8,924 30	2,438 24
66	Yarmouth	....	4,654 01	8,649 58	679 04
	Total	50,628 92	11,801,071 50	16,935,471 59	387,986 46

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

General and Miscellaneous Expenses. — Frais généraux et dépenses diverses.								
Salaries and Expenses of General Office Clerks. — Appointements des commis du bureau-chef.	General Office Supplies and Expenses. — Papeterie et autres dépenses du bureau-chef.	Law Expenses. — Frais judiciaires.	Relief Department Expenses. — Secours et bienfaisance.	Miscellaneous General Expenses. — Frais généraux divers.	Other Operations Dr. — Autres services. Dt.	Other Operations Cr. — Autres services. Av.	Total General and Miscellaneous. — Total, frais généraux et dépenses diverses.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
246 81	....	....	....	2,192 22	....	....	3,529 03	53
....	1,063 91	670 91	68 80	....	....	....	3,393 52	54
242 50	....	750 00	....	237 87	....	....	1,617 87	55
3,237 07	1,865 76	429 30	....	1,322 40	....	....	9,404 31	56
88,981 39	....	11,166 78	....	77,525 88	35 10	....	226,632 59	57
14,296 44	....	....	....	57 76	....	....	16,151 93	58
4,052 54	866 94	68 95	....	747 29	7,389 23	....	21,181 70	59
11,341 30	2,670 57	188 27	....	11,847 26	6,529 93	....	41,854 53	60
1,213 12	70 49	....	....	256 76	....	....	1,655 37	61
3,452 05	459 94	....	....	900 00	....	....	8,363 53	62
35,739 95	25,236 50	8,279 51	....	41,062 12	....	....	139,659 05	63
960 00	....	....	....	491 61	....	....	7.013 31	64
954 78	241 44	....	....	....	....	....	3,634 46	65
758 57	356 51	13 78	....	1,154 52	....	....	2,962 42	66
576,248 03	84,488 13	72,540 99	20,694 41	448,187 91	67,039 00	....	1,657,184 93	

TABLE 4—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitations

No. — N°	Name of Railway. — Nom du tramway.	Undistributed Accounts. — Comptes non répartis.		
		Injuries and Damages. — Blessures et dommages.	Insurance. — Assurance.	Stationery and Printing — Papeterie et impressions.
		$ cts.	$ cts.	$ cts.
1	Brandon Municipal	......	......	......
2	Brantford and Hamilton	4,584 11	930 15	......
3	Brantford Municipal	167 37	1,805 73	89 35
4	British Columbia	37,171 04	9,718 21	8,006 01
5	Calais Street	......	794 76	33 25
6	Calgary Municipal	6,543 80	2,049 72	1,236 17
7	Canadian Resources Development	......	99 47	......
8	Cape Breton	12,417 78	2,409 93	909 11
9	Chatham, Wallaceburg and Lake Erie	110 20	2,805 20	784 82
10	Cornwall	367 75	1,116 46	228 90
11	Edmonton Radial	7,484 40	4,023 63	364 65
12	Fort William	......	......	......
13	Grand River	696 39	6,035 28	1,551 18
14	Guelph Radial	......	......	......
15	Hamilton and Dundas	1,795 77	127 36	......
16	Hamilton, Grimsby and Beamsville	13,315 16	883 90	......
17	Hamilton Radial	3,664 49	582 64	......
18	Hamilton Street	41,614 81	3,056 53	......
19	Hull	3,000 00	1,674 88	847 55
20	International Tranist Co	323 85	3,203 78	71 99
21	Kingston, Portsmouth and Cataraqui	200 54	610 89	84 40
22	Kitchner and Waterloo	......	2,222 62	82 85
23	Lake Erie and Northern	335 24	2,497 20	1,126 22
24	Lethbridge Municipal	348 70	535 64	177 48
25	Lévis County	2,913 24	5,637 71	556 42
26	London and Port Stanley	76 00	24,769 87	4,872 73
27	London Street	22,239 62	2,613 96	100 00
28	Moncton Tramways	......	398 40	......
29	Montreal Tramways	155,273 14	70,465 40	23,894 47
30	Montreal and Southern Counties	136 79	4,851 25	4,049 34
31	Moose Jaw	3,953 57	1,564 57	1,157 26
32	New Brunswick Power Co	6.750 00	1,834 47	84 25
33	Niagara Falls. Park and River	692 43	2,989 21	577 11
34	Niagara, St. Catharines and Toronto	10,096 21	9,762 56	6,535 53
35	Niagara, Welland and Lake Erie	382 39	1,048 20	145 60
36	Nipissing Central	688 10	708 33	469 61
37	Nova Scotia Tramways and Power Co	......	1,135 85	......
38	Nelson	......	198 15	110 10
39	Oshawa	214 37	2,605 80	120 64
40	Ottawa	25,168 14	11,709 95	1,348 38
41	Peterborough Radial	4 00	5,323 95	91 99
42	Picton	......	......	......
43	Port Arthur	......	1,655 55	1,087 32
44	Quebec Rly., Light and Power (Citadel)	2,242 25	5,363 40	2,171 59
45	Quebec Rly., Light and Power (Montmorency)	......	2,107 29	3,416 24
46	Regina Municipal	5,816 84	1,840 71	235 84
47	Sandwich, Windsor and Amherstburg	6,661 40	1,701 70	4,154 47
48	Sarnia	463 45	786 20	703 63
49	Saskatoon	2,031 88	2,268 32	833 08
50	Schomberg and Aurora	514 25	298 30	......
51	Shawinigan Falls	......	130 15	428 53
52	Sherbrooke	......	2,836 61	144 89
53	St. Thomas	......	850 21	......
54	Sudbury-Copper Cliff Suburban	100 25	878 64	......
55	Suburban Rapid Transit Co	933 22	369 22	149 28
56	Three Rivers Traction Co	1,016 00	2,779 38	286 31
57	Toronto	114,005 31	72,418 30	6,613 53

for the year ending June 30, 1919—Continued.

pour l'exercice terminé le 30 juin 1919—suite.

Undistributed Accounts. — Comptes non répartis.						
Store Expenses. — Dépenses des magasins.	Stable Expenses. — Dépenses des écuries.	Rent of Tracks and Terminals. — Loyer de voies et terminus.	Rent of Equipment. — Loyer de matériel.	Total Undistributed Accounts. — Total, comptes non répartis.	Grand Total. Operating Expenses. — Grand total, frais d'explotation.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	....	....	1
....	....	8,741 59	2,175 36	16,431 21	144,106 55	2
606 53	....	452 44	....	3,121 42	94,882 63	3
13,475 73	2,731 10	16,122 30	24,418 82	111,643 31	3,265,394 05	4
....	....	....	....	828 01	36,559 78	5
2,182 26	....	1,243 10	....	13,225 05	469,691 06	6
....	....	178 71	....	278 18	893 95	7
1,071 52	....	....	....	16,808 34	261,821 89	8
....	....	87 95	18,945 66	22,733 83	152,971 75	9
....	....	....	....	1,713 11	37,627 02	10
1,710 77	....	996 30	....	14,579 75	421,515 82	11
....	....	....	....	....	....	12
592 58	....	1,577 10	2 03	10,454 56	190,954 50	13
....	....	....	....	....	....	14
....	48 00	5,499 84	7,642 26	15,113 23	72,172 48	15
....	....	9,137 79	13,485 34	36,822 19	168,475 22	16
....	....	8,375 39	17,333 42	29,955 94	150,443 12	17
....	....	10,955 00	5,981 51	61,607 85	657,700 63	18
....	....	....	....	5,522 43	175,886 56	19
264 55	....	....	....	3,864 17	67,484 45	20
....	....	....	....	895 83	51,455 96	21
....	....	....	....	2,305 47	45,730 65	22
161 88	....	1,790 46	....	5,911 00	182,379 92	23
376 82	....	....	....	1,438 64	55,734 66	24
....	1,348 66	681 11	....	11,137 14	128,409 76	25
1,895 69	....	....	20,642 00	52,256 29	350,740 61	26
2,080 37	322 76	620 47	....	27,977 18	393,297 98	27
....	10 49	1 00	....	409 89	18,005 72	28
51,999 96	13,962 26	....	....	315,595 23	6,460,879 80	29
2,216 94	....	69,011 64	1,542 00	81,807 96	339,952 01	30
....	197 49	....	....	6,872 89	99,329 59	31
....	947 19	3,000 00	....	12,615 91	326,242 43	32
338 95	318 42	10,000 00	....	14,916 12	101,036 75	33
2,654 90	....	2,410 00	75,140 25	106,599 45	743,000 41	34
....	....	220 00	....	1,796 19	20,188 93	35
....	....	600 00	3,371 50	5,837 54	100,165 32	36
1,670 71	1,339 55	....	....	4,146 11	320,784 76	37
....	....	....	....	308 25	14,767 26	38
35 00	872 64	....	6,555 12	10,403 57	101,745 22	39
1,325 87	2,170 59	....	....	41,722 96	931,648 38	40
647 78	0 86	....	....	6,068 58	75,230 72	41
....	....	....	....	....	....	42
723 09	....	....	....	3,465 96	122,621 20	43
3,414 16	1,080 80	....	....	14,272 20	429,559 15	44
....	....	....	....	5,523 53	204,731 97	45
1,359 91	558 25	....	....	9,911 55	234,491 65	46
....	....	....	....	12,517 57	236,132 75	47
....	1,912 47	....	....	3,865 75	64,658 17	48
....	....	....	....	5,133 28	171,021 45	49
....	....	....	681 00	1,493 55	23,355 82	50
....	....	....	....	558 68	78,347 90	51
100 60	1,226 01	....	....	4,308 11	75,268 11	52
....	....	....	....	850 21	38,525 63	53
482 31	....	....	....	2,461 20	42,932 25	54
....	....	50 00	1,800 00	3,301 72	109,705 55	55
2 05	762 67	37 50	....	4,883 91	66,571 75	56
14,062 46	885 55	....	....	207,985 15	4,412,518 38	57

TABLE 4—Summary of Operating Expenses

TABLEAU 4—Sommaire des frais d'exploitation.

No. — N°	Name of Railway. — Nom du tramway.	Undistributed Accounts. — Comptes non répartis.		
		Injuries and Damages. — Blessures et dommages.	Insurance. — Assurance.	Stationery and Printing. — Papeterie et impressions.
		$ cts.	$ cts.	$ cts.
58	Toronto Civic	2,051 16	8,989 02	4,986 20
59	Toronto Suburban	288 20	9,792 40	554 35
60	Toronto and York Radial	9,000 00	8,756 83	1,485 27
61	Waterloo-Wellington	....	331 48	....
62	Windsor, Essex and Lake Shore	....	10,949 63	966 50
63	Winnipeg	23,479 05	21,737 51	7,345 68
64	Winnipeg, Selkirk and Lake Winnipeg	....	2,296 15	261 10
65	Woodstock, Thomas Valley and Ingersoll	....	486 55	124 92
66	Yarmouth	....	147 66	107 48
	Total	531,332 69	355,571 92	95,763 57

year ending June 30, 1919—Concluded.

pour l'exercice terminé le 30 juin 1919—fin.

Undistributed Accounts. — Comptes non répartis.						
Store Expenses. — Dépenses des magasins.	Stable Expenses. — Dépenses des écuries.	Rent of Tracks and Terminals. — Loyer de voies et terminus.	Rent of Equipment. — Loyer de matériel.	Total Undistributed Accounts. — Total, comptes non répartis.	Grand Total Operating Expenses. — Grand total, frais d'exploitation.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$	
Cr. 1,858 99	1,320 73	....	....	15,488 12	341,799 83	58
1,986 77	371 62	964 20	1,141 25	15,098 79	296,427 76	59
4,036 55	4,805 18	....	....	28,083 83	577,422 56	60
....	....	....	....	331 48	8,152 96	61
523 00	....	....	....	12,439 13	154,231 23	62
3,165 42	3,722 63	1,000 88	....	60,451 17	1,782,051 37	63
....	....	501 00	....	3,058 25	105,406 71	64
....	....	275 00	....	886 47	18,479 22	65
....	186 63	....	....	440 87	15,349 10	66
113,046 24	41,102 55	154,530 77	200,857 52	1,492,565 26	26,839,070 77	

TABLE 5.—Income Account for the

TABLEAU 5.—Compte du revenu pour

No. — N°	Name of Railway. — Nom du tramway.	Income. — Revenu.			
		Net Earnings from Operation. — Recettes nettes d'exploitation.	Net Loss from Operation. — Pertes nettes d'exploitation.	Miscellaneous Income. — Revenus divers.	Total Income from Operation. — Revenu total d'exploitation.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Brandon Municipal				
2	Brantford and Hamilton	91,126 40			91,126 40
3	Brantford Municipal	36,916 18			36,916 18
4	British Columbia	670,957 20		1,253,833 35	1,924,790 55
5	Calais Street	8,961 58			8,961 58
6	Calgary Municipal	183,952 70		20,000 00	203,952 70
7	Canadian Resources Development		826 85		—826 85
8	Cape Breton	49,455 68		136,813 71	186,269 39
9	Chatham, Wallaceburg and Lake Erie	31,498 96			31,498 96
10	Cornwall	8,310 43		49 39	8,359 82
11	Edmonton Radial	129,995 08			129,995 08
12	Fort William				
13	Grand River	77,319 33		2,108 98	81,428 31
14	Guelph Radial				
15	Hamilton and Dundas	17,298 57			17,298 57
16	Hamilton, Grimsby and Beamsville	7,635 35			7,635 35
17	Hamilton Radial	12,339 04			12,339 04
18	Hamilton Street	178,014 38			178,014 38
19	Hull	55,735 88		29,428 47	85,164 35
20	International Transit Co	27,908 26		4,460 38	32,368 64
21	Kingston, Portsmouth and Cataraqui	5,074 02		765 25	5,839 27
22	Kitchner and Waterloo	21,758 43			21,758 43
23	Lake Erie and Northern	71,558 41			71,558 41
24	Lethbridge Municipal		3,847 08		—3,847 08
25	Lévis County	814 55			814 55
26	London and Port Stanley	148,915 58			148,915 58
27	London Street	81,201 91			81,201 91
28	Moncton Tramways	2,024 91		122,700 28	124.725 19
29	Montreal Tramways	2,184,668 06			2,184,668 06
30	Montreal and Southern Counties	24,199 27		46 80	24,246 07
31	Moose Jaw	3,999 52			3,999 52
32	New Brunswick Power Co	19,431 42		181.633 85	201,065 27
33	Niagara Falls Park and River	30,399 24		7,967 68	38,366 92
34	Niagara, St. Catharines and Toronto	149,731 75			149,731 75
35	Niagara, Welland and Lake Erie	11,164 06		648 12	11,812 18
36	Nipissing Central	4,229 17		316 88	4,546 05
37	Nova Scotia Tramways and Power Co	134,207 09		227,925 83	362,132 92
38	Nelson	413 10			413 10
39	Oshawa	70,570 86		4,466 63	75,037 49
40	Ottawa	557.878 11			557,878 11
41	Peterborough Radial	1,167 39			1,167 39
42	Picton				
43	Port Arthur	47,118 67			47,118 67
44	Quebec Rly., Light and Power (Citadel)	214,398 86			214,398 86
45	Quebec Rly., Light and Power Montmorency)	30,684 02			30,684 02
46	Regina Municipal	38,449 43			38,449 43
47	Sandwich, Windsor and Amherstburg	114,950 14		20,160 65	135,110 79
48	Sarnia	14,173 13			14,173 13
49	Saskatoon	38,535 33			38,535 33
50	Schomberg and Aurora		987 94		—987 94
51	Shawinigan Falls		9,344 86		—9,344 86
52	Sherbrooke		9,993 31	75.585 82	65,592 51
53	St. Thomas		7,601 33		—7,601 33
54	Sudbury—Copper Cliff Suburban	10,659 53			10,659 53
55	Suburban Rapid Transit Co		10,542 11	21,114 07	10,571 96
56	Three Rivers Traction Co	41.704 26			41,704 26

year ending June 30, 1919.

l'exercice terminé le 30 juin, 1919.

Deductions from Income. — Déductions du revenu.					Net		
Taxes. — Taxes.	Interest on Funded Debt. — Intérêt sur dette consolidée.	Interest on Floating Debt. — Intérêt sur dette flottante.	All other Deductions. — Toutes autres déductions.	Total. —	Income. — Revenu.	Loss. — Déficit.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							1
6,246 14	39,600 00	49,990 77		95,836 91		4,710 51	2
1,562 41	19,825 00			21,387 41	15,528 77		3
273,199 82	642,472 15		110,445 92	1,026,117 89	898,672 66		4
837 41	5,000 00			5,837 41	3,124 17		5
14,969 94	110,182 85			125,152 79	78,799 91		6
						826 85	7
20,205 99	54,800 00	1,387 62	46,933 34	123,326 95	62,942 44		8
3,600 00	34,725 00	4,015 16	222 90	42,563 06		11,064 10	9
1,016 34		255 24		1,271 58	7,088 24		10
	146,598 04		129,516 76	276,114 80		146,119 72	11
							12
5,035 70	17,040 00			22,075 70	59,352 61		13
							14
1,801 48	5,000 00			6,801 48	10,497 09		15
6,479 57	7,500 00	3,160 22		17,139 79		9,504 44	16
6,923 30	8,000 00	50,336 18		65,259 48		52,920 44	17
85,231 24	17,527 80	1,603 09		104,362 13	73,652 25		18
1,970 16		91,545 44	299 48	93,815 08		8,650 73	19
1,083 34	6,894 79	670 05		8,648 18	23,720 46		20
868 40	40,000 00			40,868 40		35,029 13	21
116 45	7,326 12			7,442 57	14,315 86		22
4,274 15	92,700 00			96,974 15		25,415 74	23
5,901 32	21,530 69			27,432 01		31,279 09	24
798 74	25,000 00	1,106 14		26,904 88		26,090 33	25
5,028 96	73,679 17		39,154 17	117,862 30	31,053 28		26
6,903 12	28,000 00	3,042 96		37,946 08	43,255 83		27
	16,890 00			16,890 00	107,835 19		28
208,460 88			3,053,566 02	3,262,026 90		1,077,358 84	29
7,700 00		75,496 12		83,196 12		58,950 05	30
	1,750 00	1,613 53		3,363 53	635 99		31
8,210 36	87,500 00	6,569 37		102,279 73	98,785 54		32
5,830 13	30,000 00			35,830 13	2,536 79		33
25,348 55	54,900 00	18,228 91		98,477 46	51,254 29		34
1,349 86	2,150 00			3,499 86	8,312 32		35
915 75			9,330 82	10,246 57		5,700 52	36
76,926 59	121,875 00	11,399 94	1,309 93	211,511 46	150,621 46		37
	4,050 00			4,050 00		3,636 90	38
13,833 44	738 09			14,571 53	60,465 96		39
77,418 06	15,900 00	17,652 87		110,970 93	446,907 18		40
150 00	12,068 06			12,218 06		11,050 67	41
							42
	69,057 23		5,650 15	74,707 38		27,588 71	43
					214,398 86		44
4,570 89				4,570 89	26,113 13		45
	78,673 74	19,178 66		97,852 40		59,402 97	46
26,435 48	36,450 00			62,885 48	72,225 31		47
708 56	4,500 00			5,208 56	8,964 57		48
	39,651 82	321 00		39,972 82		1,437 49	49
176 19		29,250 00		29,426 19		30,414 13	50
	7,500 00	6,311 36		13,811 36		23,156 22	51
414 18	55,499 75	14,162 70	639 92	70,716 55		5,124 04	52
						7,601 33	53
66 80	5,601 24			5,668 04	4,991 49		54
6,840 20	25,000 00	7,974 86	140 62	39,955 68		29,383 72	55
	22,500 00	Cr. 205 20		22,294 80	19,409 46		56

TABLE 5—Income Account for the

TABLEAU 5—Compte du revenu pour

No. — N°	Name of Railway. — Nom du tramway.	Income. — Revenu.			
		Net Earnings from Operation. — Recettes nettes d'exploitation.	Net Loss from Operation. — Pertes nettes d'exploitation.	Miscellaneous Income. — Revenus divers.	Total Income from Operation. — Revenu total d'exploitation
		$ cts.	$ cts.	$ cts.	$ cts.
57	Toronto	2,235,034 40	...	59,465 31	2,294,499 71
58	Toronto Civic	33,434 90	...	...	33,434 90
59	Toronto Suburban	34,481 27	...	...	34,481 27
60	Toronto and York Radial	218,745 59	...	...	218,745 59
61	Waterloo Wellington	1,889 02	...	...	1,889 02
62	Windsor, Essex and Lake Shore	44,769 86	...	...	44,769 86
63	Winnipeg	581,978 76	...	527,185 72	1,109,164 48
64	Winnipeg, Selkirk and Lake Winnipeg	46,952 03	...	26,624 37	73,576 40
65	Woodstock, Thomas Valley and Ingersoll	4,941 82	...	...	4,941 82
66	Yarmouth	34,872 16	...	208 48	35,080 64
	Total	8,900,605 05	43,143 48	2,723,510 02	11,580,971 59

year ending June 30, 1919—Continued.

l'exercice terminé le 30 juin 1919—suite.

Deductions from Income. — Deductions du revenu.							
Taxes. — Taxes.	Interest on Funded Debt. — Intérêt sur dette consolidée.	Interest on Floating Debt. — Intérêt sur dette flottante.	All other Deductions. — Toutes autres déductions.	Total. —	Income. — Revenu.	Loss. — Déficit.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,369,167 51	184,061 44	....	253,479 00	1,806,707 95	487,791 76	....	57
....	99,910 09	....	....	99,910 09	....	66,475 19	58
4,901 70	118,260 00	....	19,153 66	142,315 36	....	107,834 09	59
13,864 86	82,000 00	38,715 97	57,476 36	192,057 19	26,688 40	....	60
667 65	120 00	3,010 79	....	3,798 44	....	1,909 42	61
2,566 49	37,500 00	19,675 99	....	59,742 48	....	14,972 62	62
188,484 41	250,000 00	428,313 17	47,328 07	914,125 65	195,038 83	....	63
3,149 83	32,660 00	8,233 28	2,850 81	46,893 92	26,682 48	....	64
660 05	7,000 00	....	....	7,660 05	....	2,718 23	65
1,422 96	12,375 00	20 36	52 95	13,871 27	21,209 37	....	66
2,504,295 26	2,919,543 07	913,036 55	3,777,550 88	10,114,425 86	3,352,871 95	1,886,326 22	

TABLE 5.—Income Account for the year ending June 30, 1919—Continued.

TABLEAU 5.—Compte du revenu pour l'exercice terminé le 30 juin 1919—suite.

Name of Railway. — Nom du tramway.	Deductions from Net Income — Déductions du revenu net.			Surplus for Year. — Surplus pour l'année.	Deficit for Year. — Déficit pour l'année.
	Reserves and Special Charges. — Réserves et obligations spéciales.	Dividends. — Dividendes.	Total Deductions — Déductions totales.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Brandon Municipal					
Brantford and Hamilton					4,710 51
Brantford Municipal				15,528 77	
British Columbia	824,880 41	523,800 00	1,348,680 41		450,007 75
Calais Street		2,000 00	2,000 00	1,124 17	
Calgary Municipal	85,513 55		85,513 55		6,713 64
Canadian Resources Development					826 85
Cape Breton	7,360 67	47,790 00	55,150 67	7,791 77	
Chatham, Wallaceburg and Lake Erie					11,064 10
Cornwall				7,088 24	
Edmonton Radial					146,119 72
Fort William					
Grand River		12,500 00	12,500 00	46,852 61	
Guelph Radial					
Hamilton and Dundas		8,000 00	8,000 00	2,497 09	
Hamilton, Grimsby and Beamsville					9,504 44
Hamilton Radial					52,920 44
Hamilton Street		72,300 00	72,300 00	1,352 25	
Hull	44,297 76		44,297 76		52,948 49
International Transit Co		45,000 00	45,000 00		21,279 54
Kingston, Portsmouth and Cataraqui					35,029 13
Kitchner and Waterloo				14,315 86	
Lake Erie and Northern					25,415 74
Lethbridge Municipal	9,956 98		9,956 98		41,236 07
Lévis County	2,533 28		2,533 28		28,623 61
London and Port Stanley				31,053 28	
London Street	29,536 83		29,536 83	13,719 00	
Moncton Tramways	45,809 94	56,270,00	102,079 94	5,755 25	
Montreal Tramways					1,077,358 84
Montreal and Southern Counties					58,950 05
Moose Jaw	3,500 00		3,500 00		2,864 01
New Brunswick Power Co		82,250 00	82,250 00	16,535 54	
Niagara Falls Park and River				2,536 79	
Niagara, St. Catharines and Toronto				51,254 29	
Niagara, Welland and Lake Erie	3,000 00		3,000 00	5,312 32	
Nipissing Central					5,700 52
Nova Scotia Tramways and Power Co.	22,500 00	124,644 00	147,144 00	3,477 46	
Nelson					3,636 90
Oshawa	11,175 00	2,800 00	13,975 00	46,490 96	
Ottawa	60,000 00	281,580 00	341,580 00	105,327 18	
Peterborough Radial	8,390 45		8,390 45		19,441 12
Picton					
Port Arthur					27,588 71
Quebec Rly., Light and Power (Citadel)				214,398 86	
Quebec Rly., Light and Power (Montmorency....)				26,113 13	
Regina Municipal					59,402 97
Sandwich, Windsor and Amherstburg				72,225 31	
Sarnia		5,400 00	5,400 00	3,564 57	
Saskatoon	16,602 14		16,602 14		18,039 63
Schomberg and Aurora					30,414 13
Shawinigan Falls					23,156 22
Sherbrooke					5,124 04
St. Thomas					7,601 33
Sudbury—Copper Cliff Suburban		4,382 00	4,382 00	609 49	
Suburban Rapid Transit Co					29,383 72

TABLE 5—Income Account for the year ending June 30, 1919—Concluded.

TABLEAU 5—Compte du revenu pour l'exercice terminé le 30 juin 1919—fin.

Name of Railway. — Nom du tramway.	Deductions from Net Income. — Déductions du revenu net.			Surplus for Year. — Surplus pour l'année.	Deficit for Year. — Déficit pour l'année.
	Reserves and Special Charges. — Réserves et obligations spéciales.	Dividends. — Dividendes.	Total Deductions — Déductions totales.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Three Rivers Traction Co.				19,409 46	
Toronto		240,000 00	240,000 00	247,791 76	
Toronto Civic	70,737 03		70,737 03		137,212 22
Toronto Suburban					107,834 09
Toronto and York Radial				26,688 40	
Waterloo Wellington					1,909 42
Windsor, Essex and Lake Shore					14,972 62
Winnipeg	139,627 48		139,627 48	55,411 35	
Winnipeg, Selkirk and Lake Winnipeg				26,682 48	
Woodstock, Thomas Valley and Ingersoll					2,718 23
Yarmouth	9,500 00		9,500 00	11,709 37	
Totals	1,394,921 52	1,508,716 00	2,903,637 52	1,082,617 01	2,519,708 80

TABLE 6.—Summary of Equipment for the year ending June 30, 1919.

TABLEAU 6.—Etat du matériel pour l'exercice terminé le 30 juin 1919.

Name of Railway. — Nom du tramway.	Passenger Cars. — Voitures à voyageurs.				Other Cars. — Autres voitures.							
	Closed. — Fermées.	Open. — Ouvertes.	Combination. — Mixtes.	Total.	Freight. — Marchandises.	Mail, Express and Baggage. — Voitures poste, messageries et bagage.	Combination. — Mixtes.	Work. — De travail.	Snow Ploughs — Chasse-neige.	Sweepers. — Balayeuses.	Miscellaneous. — Voitures diverses.	Total Cars of All Classes — Total voitures de toutes sortes.
Brandon Municipal												
Brantford and Hamilton	6			6				6				12
Brantford Municipal	13	4		17				1	1	2	1	22
British Columbia	381	4		385	444	14	5	51	3	6	*20	928
Calais Street	4		4	8				1	1			10
Calgary Municipal	84	1		85	8		1	2		1	7	104
Canadian Resources Development	1			1				2			7	10
Cape Breton	24			24	3	1		1	3	1		33
Chatham, Wallaceburg and Lake Erie	7	2		9	79			1				89
Cornwall	7	1	2	10			2			1		13
Edmonton Radial			74	74				4		3	2	83
Fort William												
Grand River	8	1		9		1				2		12
Guelph Radial												
Hamilton and Dundas	1	2		3								3
Hamilton, Grimsby and Beamsville	8	2		10	4							14
Hamilton Radial	8			8	11				1			20
Hamilton Street	92	19		111						4	1	116
Hull	31	13		44	2	1		2	2	3	1	55
International Transit Co.	11			11						1	1	13
Kingston, Portsmouth and Cataraqui	8	12		20	1			2		2		25
Kitchner and Waterloo	8	6		14				1		1		16
Lake Erie and Northern	11			11		1	2	12				26
Lethbridge Municipal	10			10								10
Lévis County	16	8		24	1			3	2	3	1	34
London and Port Stanley	17			17	4	2		2			‡10	35

London Street	51	14		65					2	2	3	72
Moncton Tramways	4			4				1	1			6
Montreal Tramways	937	145	115	1,197	84			32	7	35	6	1,361
Montreal and Southern Counties	30			30	4	3	4	2	2	2		47
Moose Jaw	21			21				1		1		23
New Brunswick Power Co	46	26		72				4	3	4		83
Niagara Park and River	11	16		27			2		1		2	32
Niagara, St. Catharines and Toronto	33	8		41		1		1	3	1	†9	56
Niagara, Welland and Lake Erie	3			3					1			4
Nipissing Central	8			8	2						1	11
Nova Scotia Tramways and Power Co	39	22		61				3		5	49	118
Nelson	2			2						1		3
Oshawa	6	1		7		2		5		1	¶3	18
Ottawa	125	40		165				4	4	9		184
Peterborough Radial	12	8		20					2	1		23
Picton												
Port Arthur	24	1		25		1			2			28
Quebec Rly., Light and Power (Citadel)	69	24		93				1	4	7	7	112
Quebec Rly., Light and Power (Montmorency)	15			15							φ2	17
Regina Municipal	34			34	29			1	1	2		67
Sandwich, Windsor and Amherstburg	37	21		58	4			12	3			77
Sarnia	10	2		12		1						13
Saskatoon	19			19				4	1	1	2	27
Schomberg and Aurora	1			1							13	14
Shawinigan Falls											**3	3
Sherbrooke	10	9		19					1	1		21
St. Thomas	9	6		15					1			16
Sudbury—Copper Cliff Suburban	4			4								4
Suburban Rapid Transit Co	11			11								11
Three Rivers Traction Co	12			12					1	1		14
Toronto	269	95	530	894				12		17	24	947
Toronto Civic	45			45						3		48
Toronto Suburban	24	2		26	7	2		2		2		39
Toronto and York Radial	49	3		52	15	11		10	4		3	95
Waterloo—Wellington	3			3							7	10
Windsor, Exsex and Lake Shore	11			11	19				1		**2	33
Winnipeg	316	15		331				7	1	8	1	348
Winnipeg, Selkirk and Lake Winnipeg	15			15	5			15		1	3	39
Woodstock, Thomas Valley and Ingersoll	3	2		5								5
Yarmouth	3	3		6					1			7
Totals	3,077	538	725	4,340	726	41	16	208	60	135	193	5,719

*Including 17 locomotives.
‡Including 3 locomotives. ¶Electric motors. φIncluding 1 locomotive. †Including 7 locomotives.
**Locomotives.

*Y compris 17 locomotiyes.
‡Y compris 3 locomotives. ¶Moteurs électriques. φY compris 1 locomotive. †Y compris 7 locomotives.
**Locomotives.

CANADA
BUREAU FÉDÉRAL DE LA STATISTIQUE
DIVISION DES TRANSPORTS

STATISTIQUE DES CHEMINS DE FER

POUR

L'EXERCICE TERMINÉ LE 30 JUIN 1919

(D'après les rapports officiels fournis par les différentes compagnies de chemins de fer.)

IMPRIMÉ PAR ORDRE DU PARLEMENT

OTTAWA
THOMAS MULVEY
IMPRIMEUR DE SA TRÈS EXCELLENTE MAJESTÉ LE ROI
1920

STATISTIQUE DES CHEMINS DE FER

Pour l'exercice terminé le 30 juin 1919

PRÉFACE.

Les données que contient ce rapport étaient autrefois recueillies et compilées par le service de la Statistique du Ministère Fédéral des Chemins de fer et Canaux. Le Bureau Fédéral de la Statistique a été chargé de ce travail par un Arrêté en Conseil du 29 août 1919 (C.P. 1754), pris en vertu des dispositions de la Loi de la Statistique.

Le rapport qui était alors en cours d'élaboration a été achevé sur le plan adopté les années précédentes.

Les statistiques des chemins de fer et des tramways électriques sont présentées dans une série de tableaux se rapportant à leurs éléments les plus importants: recettes, dépenses et exploitation de chaque réseau; elles sont précédées d'une série de tableaux comparatifs, résumant la situation durant les dix dernières années. Le 15 mars 1918 les tarifs de transport en petite vitesse ont été augmentés de 15 p.c. puis le 12 août 1918 une autre augmentation de 25 p.c. affecta la majorité des marchandises transportées; les tarifs de circulation des voyageurs avaient été accrus de 15 p.c. le 15 mars 1918. On constate une diminution de 10,844,115 tonnes ou 8·5 p.c. dans le tonnage des marchandises transportées par les chemins de fer, et une diminution également de 1,194,444 ou 2.7 p.c. dans le nombre des voyageurs. Ce dernier chiffre ne parait pas dans le rapport de 1918 à cause d'une erreur. L'augmentation des tarifs a augmenté leur revenu dérivant aussi bien du service des voyageurs que du service des marchandises, les recettes étant supérieures de $52,756,751 à celles de 1918. D'autre part, les dépenses d'exploitation ont augmenté de $67,911,073 sur celles de 1918, ce qui constitue une diminution de $15,154,322, dans les bénéfices nets de l'exploitation.

Le personnel, dont les effectifs avaient été réduits pendant la guerre, est à peu près aussi nombreux qu'en 1914, mais les appointements et les salaires ont subi depuis 1914 une hausse de 87 p.c. ou $97,177,023. Les dépenses d'entretien de la voie, des structures et du matériel ont excédé de $38,512,421 celles de 1918 et de $75,763,956 celles de 1914, soit une augmentation de plus de 105..7 p.c. au cours des cinq dernières années, attribuable principalement à l'augmentation des appointements et salaires et à la hausse du matériel.

Les tramways électriques présentent des réductions similaires dans les bénéfices nets de leur exploitation.

R. H. COATS,
Statisticien du Dominion.

OTTAWA, 20 avril 1920.

ÉTENDUE DU RÉSEAU EXPLOITÉ.

Année.	Voie unique.	Seconde voie.	Voies de manoeuvre et voies de garage.	Total.	Augmentation.
1910	24,724	1,543	5,119	31,386	....
1911	25,366	1,610	5,535	32,511	1,125
1912	26,718	1,752	6,112	34,582	2,071
1913	29,304	1,984	6,922	38,210	3,628
1914	30,795	2,293	7,512	40,600	2,393
1915	35,582	2,451	7,800	45,833	5,233
1916	37,434	2,489	8,396	48,319	2,486
1917	38,604	2,481	9,169	50,254	1,935
1918	38,879	2,523	9,238	50,640	386
1919	38,896	2,543	9,177	50,616	24

Les chiffres ci-dessus ne comprennent pas les droits de circulation sur d'autres voies.

RÉPARTITION DES VOIES FERRÉES PAR PROVINCES (VOIES UNIQUES).

Provinces.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.
Ontario	9,230	8,322	8,546	9,000	9,255	10,702	11,320	11,049	11,057	11,000
Québec	3,795	3,882	3,883	3,896	4,043	4,677	4,733	4,734	4,791	4,860
Manitoba	3,221	3,446	3,520	3,993	4,076	4,498	4,310	4,194	4,168	4,189
Saskatchewan	2,932	2,121	3,754	4,651	5,089	5,327	5,378	6,124	6,162	6,148
Alberta	1,488	1,494	1,897	2,212	2,545	3,174	3,894	4,444	4,273	4,285
Colombie Britannique	1,832	1,842	1,855	1,951	1,978	3,100	3,604	3,885	4,247	4,238
Nouveau-Brunswick	1,522	1,548	1,545	1,545	1,839	1,962	1,957	1,959	1,959	1,948
Nouvelle-Ecosse	1,351	1,354	1,357	1,359	1,365	1,367	1,436	1,422	1,428	1,432
Ile du Prince-Edouard	269	269	269	279	269	275	275	278	279	279
Yukon	91	102	102	102	102	102	102	102	102	102
Aux Etats-Unis	......	......	......	225	224	398	426	413	413	415

CAPITALISATION DES CHEMINS DE FER.

En 1919, les capitaux absorbés par les chemins de fer se sont accrus de $9,329,016, dont $500,500 représentés par l'émission d'actions nouvelles et $8,828,516 par une addition à la dette consolidée.

Division du capital:

Actions ordinaires	$ 878,101 113
Actions privilégiées	216,284,882
Dette consolidée	914,823,515
Total	$2,009,209,510

Composition de la dette consolidée:

Obligations	$ 819,396,815
Obligations diverses	26,000,000
Obligations de revenu	25,275,000
Obligations des compagnies fidéicommissaires	44,151,700
Total	$ 914,823,515

ACTIONS ORDINAIRES.

—	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.
Participant aux dividendes	420,697,257 00	364,376,024 00	364,376,024 00	364,376,024 00
Sans participation aux dividendes	427,572,186 00	508,453,969 00	513,224,589 00	513,725,089 00
Montant des dividendes	32,277,874 00	30,092,701 00	30,103,982 00	30,126,545 00
Pourcentage du rendement des actions à dividende	7 68	8 26	8 26	8 27
Pourcentage du rendement sur toutes actions	3 81	3 45	3 43	3 43
Par mille de réseau—sur toutes actions	25,950 00	25,400 00	25,811 00	25,796 00

DETTE CONSOLIDÉE.

—	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.
Montant de la dette	869,323,449 00	895,492,856 00	905,994,999 00	914,823,515 00
Par mille de voie affectée	27,282 00	26,892 00	26,995 00	27,245 00

ACTIONS PRIVILÉGIÉES (DÉBENTURE STOCK).

	$ c.	$ c.	$ c.	$ c.
Valeurs émises, (C.P.R.)	176,284,882 00	216,284,882 00	216,284,882 00	216,284,882 00
Intérêt	7,051,395 00	7,051,395 00	7,051,395 00	7,051,395 00
Par mille de voie affectée	14,239 00	19,101 00	18,451 00	18,384 00

CHEMINS DE FER DE L'ETAT..

Les réseaux possédés et exploités par l'Etat canadien ne figurent pas dans l'énumération qui précède; on trouvera ci-dessous leur coût (construction et matériel).

—	Milles.	Coût par mille.	Coût total.
		$	$
Intercolonial	1593	152,300,044	95,605
National Transcontinental	2001	165,128,742	82,523
Ile du Prince-Edouard	279	12,633,933	45,282
Témiskaming et Ontario-Nord	329	22,071,244	67,086
New Brunswick C. et R.	58	1,953,587	33,682
Totaux	4260	354,087,550	

Le 1er juin 1918, les chemins de fer d'intérêt local du Nouveau-Brunswick ci-dessous énumérés ont été absorbés par le réseau de l'Etat, qui a entrepris leur exploitation durant les négociations d'achat:

Lignes.	Milles.	*Sommes dépensées durant l'année en constructions et améliorations.
		$
York et Carleton	6·25	7,250 00
Elgin et Havelock	26·27	47,209 98
Moncton et Buctouche	30·18	37,829 81
St-Martin	28·80	34,566 47
Salisbury et Albert	44·93	42,304 58

En outre, les dépenses suivantes ont été faites durant l'année.

	$
Ch. de fer Intern. du Nouveau-Brunswick, constructions et améliorations	77,849 84
Pont de Québec, construction	656,761 79
Matériel roulant	12,767,481 83

CHEMINS DE FER EXPLOITÉS PAR L'ETAT.

CHEMINS DE FER EN CONSTRUCTION.

	$	$
Chemin de fer de la Baie d'Hudson, y compris terminus de Port Nelson		562,557 80
Chemin de fer Québec et Saguenay—		
Achat	3,489,313 53	
Construction	1,149,900 79	
Rails	207,092 20	4,846,306 52
Achat d'actions du Canadian Northern		9,733,333 24

CAPITALISATION DES CHEMINS DE FER.

Année.	Actions.	Actions privilégiées.	Dette consolidée.	Total.
	$	$	$	$
1910	687,557,387		722,740,300	1,410,297,687
1911	749,207,687		779,481,514	1,528,689,201
1912	770,459,351		818,478,175	1,588,937,526
1913	755,316,516	163,257,224	613,256,952	1,531,830,692
1914	853,110,653	173,307,470	782,402,638	1,808,820,761
1915	847,801,101	176,284,882	851,724,905	1,875,810,888
1916	848,269,488	176,284,882	869,323,449	1,893,877,819
1917	872,829,993	216,284,882	896,005,116	1,985,119,991
1918	877,600,613	216,284,882	905,994,999	1,999,880,494
1919	878,101,113	216,284,882	914,823,515	2,009,209,510

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*Toutes les dépenses au compte capital faites par le ministère des Chemins de fer et Canaux s'appliquent à l'exercice financier terminé le 31 mars 1919.

SUBSIDES ACCORDÉS AUX CHEMINS DE FER.

Année.	Par le gouvernement fédéral.	Par les provinces.	Par les municipalités.
	$	$	$
1910	*d*146,923,179	36,433,696	17,983,823
1911	148,217,071	36,506,696	18,042,823
1912	*e*154,075,235	36,568,851	18,051,323
1913	163,251,469	37,123,349	18,078,673
1914	178,834,528	37,946,609	*f*17,914,836
1915	183,479,192	38,061,229	17,914,836
1916	184,719,627	38,061,229	17,914,836
1917	185,493,913	38,061,229	17,914,836
1918	218,714,318	38,061,229	17,914,836
1919	219,077,163	38,171,229	17,914,836

e Cette somme comprend $6,263,715.86 payés au Grand-Tronc-Pacifique en vertu de la clause dite "du matériel" de la convention intervenue entre le gouvernement et cette compagnie.

f Cette réduction est attribuable au remboursement d'un prêt. Dans les subsides accordés au C.P.R. figure une somme de $37,785,319.54, prix de voies ferrées construites par le gouvernement et cédées à la compagnie; le coût du tracé de voies entrait dans ce montant pour $6,639,581.

d Y compris $10,000,000 prêtés au Grand-Tronc-Pacifique en vertu de la loi de 1909, chap. 19.

SUBVENTIONS EN ARGENT PAYÉES PAR LES DIFFÉRENTES PROVINCES DEPUIS 1910.

Année.	Ontario.	Québec.	Nouvelle-Écosse.	Nouveau-Brunswick.	Colombie-Britannique.	Manitoba.	Totaux.
	$	$	$	$	$	$	$
1910	9,198,616	12,328,197	6,384,300	4,851,487	792,209	2,878,887	36,433,696
1911	9,204,616	12,333,197	6,384,300	4,907,487	798,209	2,878,887	36,506,696
1912	9,204,616	12,333,197	6,440,455	4,907,487	804,209	2,878,887	36,568,851
1913	9,554,616	12,333,197	6,440,455	4,907,487	1,008,707	2,878,887	37,123,349
1914	9,554,616	12,333,197	6,987,850	4,907,487	1,284,572	2,878,887	37,946,609
1915	9,669,236	12,333,197	6,987,850	4,907,487	1,284,572	2,878,887	38,061,229

On ne possède pas les chiffres des années suivantes.
En 1919, l'Alberta a voté $175,000 et payé $110,000. Total, toutes provinces, $38,171.229,

SUBVENTIONS EN ARGENT DONNÉES PAR LES MUNICIPALITÉS, PAR PROVINCES.

Année.	Ontario.	Québec.	Nouvelle-Écosse.	Nouveau-Brunswick.	Colombie-Britannique.	Manitoba	Territoires du Nord-Ouest.	Totaux.
	$	$	$	$	$	$	$	$
1910	13,311,075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911	13,361,075 63	3,137,536 08	441,898 10	341,500 00	207,952 00	490,600 00	22,261 29	18,042,823 60
1912	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1913	13,361,075 63	3,158,136 08	481,898 10	341,500 00	223,302 50	490,600 00	22,261 29	18,078,673 60
1914	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1915	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1916	13,361,075 63	3,180,501 38	484,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40

On ne possède pas les chiffres des années suivantes.

Les subsides accordés aux chemins de fer par le gouvernement fédéral, les gouvernements provinciaux et les municipalités ont revêtu les formes suivantes:

GOUVERNEMENT FÉDÉRAL.

Subventions en espèces	$ 111,791,543 00
Prêts	58,076,533 00
Coût des lignes cédées au C.P.R.	37,785,319 00
Payé à la province de Québec	5,160,053 00
Clause "du matériel", convention avec le G.T.P.	6,263,715 00
Total	$ 219,077,163 00

L'achat par le gouvernement d'obligations du Grand-Tronc-Pacifique, d'une valeur de $33,116,000 n'est pas, à proprement parler, une subvention en espèces; on ne l'a donc pas fait figurer dans ce compte et il en sera question plus loin, à la section des garanties antérieures.

PROVINCES.

Subventions en espèces	$ 30,674,199 00
Prêts	7,197,030 00
Souscription d'actions	300,000 00
Total	$ 38.171,229 00

NOTA—$4,447,000 ont été déduits des subventions en espèces pour être ajoutés aux prêts.

MUNICIPALITÉS.

Subventions en espèces	$ 12,670,838 00
Prêts	2,404,498 00
Souscription d'actions	2,839,500 00
Total	$ 17,914,836 00

Un prêt de $186,202.50 a été annulé en 1914.

OCTROIS DE TERRES.

Voici un résumé des octrois de terres consentis aux chemins de fer:

—	Acres.
Par le gouvernement fédéral	32,361,208
Par la province de Québec*	1,735,690
Par la province de la Colombie Britannique	8,119,221
Par la province du Nouveau-Brunswick	1,647,772
Par la province de la Nouvelle-Écosse	160,000
Par la province d'Ontario	624,232
Total	44,648,123

Les terres de la province de Québec ayant été octroyées à des conditions spéciales, il est nécessaire d'en préciser les détails:

Acres concédées, convertibles	13,324,950
Convertis, à 52½ cents par acre	$ 6,995,599
Montant de la conversion	$ 4,557,728
Acres concédées—inconvertibles	11,772,050
Acres obtenues—inconvertibles	1,735,690

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*Voir le paragraphe explicatif.

Octrois de terres fédérales.

Revisé par les Services des Ressources Naturelles et des Titres de propriété des terres du ministère de l'Intérieur.

Nom du chemin de fer.	Superficie, acres obtenues.
Alberta Railway and Irrigation Co	1,114,368
Alberta Great Waterways Ry. Co	274
Canadien du Pacifique, réseau principal	18,207,224
Calgary and Edmonton Ry. Co	2,018,738
Great North West Central Ry. Co	320,000
Manitoba North Western Ry. Co	1,501,529
Manitoba Southwestern Colonization Ry. Co	1,396,800
Saskatchewan and Western Ry. Co	98,880
C.P.R.—Embranchement de Souris, prolongement de Pipestone	200,320
C.P.R.—Embranchement de Souris	1,408,704
Canadien National—	
Autrefois Lake Manitoba and Canal Co	798,400
Canadian North Western Ry. Co	338
Canadian Northern Alberta Ry. Co	537
Canadian Northern Manitoba Ry. Co	73
Autrefois Manitoba and South Eastern Ry. Co	680,320
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co	1,879,987
Canadian Northern Railway Co	2,643,934
Edmonton, Dunvegan and British Columbia Ry. Co	761
Grand Tronc Pacifique	21
Total	32,361,208

Depuis 1894, le gouvernement fédéral n'a fait aucune concession de terres domaniales aux chemins de fer.

Garanties.

Au cours des dernières années, la garantie d'obligations a été substituée à toutes autres formes de subsides. Il a été très difficile de se procurer un état exact des obligations assumées de ce chef, spécialement quant au chiffre précis des valeurs garanties qui sont actuellement en circulation. Le relevé qui suit est basé sur les rapports officiels des gouvernements fédéral et provinciaux.

Garants.	Garantie autorisée.	Obligations émises.	Garanties effectives.
	$	$	$
Dominion	189,666,539	183,532,523	183,532,523
Manitoba	25,663,553	25,663,553	25,663,553
Alberta	59,495,900	46,685,969	46,685,969
Saskatchewan	47,725,000	28,582,012	23,170,661
Ontario	7,860,000	7,860,000	7,860,000
Colombie-Britannique	68,135,000	60,317,524	51,048,665
Nouveau-Brunswick	7,763,000	7,763,000	6,431,562
Québec	280,000	280,000	280,000
Total	406,588,992	360,684,581	344,672,933

Il est à remarquer que des obligations du Grand-Tronc-Pacifique, à concurrence de $33,116,000, figurent dans le total de ces garanties, quoique cette garantie soit devenue caduque par suite de l'achat de ces actions par l'Etat; mais il n'y avait pas d'autre moyen de relater cette opération.

Voici maintenant le détail des garanties accordées durant les six dernières années:

Garants.	1913.	1914.	1915.	1916.	1917.	1918.
	$	$	$	$	$	$
Dominion	95,486,590	188,965,063	188,465,063	189,666,539	189,666,539	189,666,539
Manitoba	24,059,447	25,221,580	25,221,580	25,221,580	25,519,553	25,519,553
Alberta	45,489,000	55,810,450	59,410,450	58,736,750	59,495,900	59,495,900
Saskatchewan	33,735,000	41,625,000	41,625,000	47,725,000	47,725,000	46,725,000
Ontario	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000
Nouvelle-Écosse	5,022,000	....	....	....	....	....
Colombie-Britannique	59,262,072	80,332,072	80,332,072	80,332,072	68,782,072	68,135,000
Nouveau-Brunswick	3,654,265	6,063,000	6,063,000	7,763,000	7,763,000	7,763,000
Québec	392,000	392,000	392,000	308,000	280,000	280,000
Total	274,960,374	409,869,165	409,869,165	417,612,941	407,092,064	405,444,992

Les informations ci-dessous sont extraites des rapports officiels du gouvernement fédéral et de différents gouvernements provinciaux.

Gouvernement fédéral.

Liste des émissions garanties par la Puissance antérieurement au 30 juin 1916.

1. Canadian Northern, chap. 7, 3 Ed. VII (1903). La garantie est pour le capital, £1,923,287 sterling, et l'intérêt de cette somme au taux de 3 p.c. par année, durant cinquante ans.

2. Canadian Northern, chap. 11, 7 et 8 Ed. VII (1908). La garantie est pour le capital, débenture stock de £1,622,586 19ch. 9d. sterling, et l'intérêt de cette somme au taux de 3½ pour cent par année, durant cinquante ans à partir du 20 juillet 1908; intérêt payable semestriellement.

3. Canadian Northern Ontario Railway Company, chap. 6, 1 et 2 George V (1911).

La garantie est pour le principal de £7,493,835 12ch. 4d. sterling débenture stock et l'intérêt sur cette somme à 3½ pour cent par année, durant cinquante ans, à partir du 19 mai 1911; intérêt payable semestriellement.

4. Canadian Northern Alberta Railway Company, chap. 6, 9-10 Ed. VII (1910) tel qu'amendé par le chap. 8, 2 George V (1912).

La garantie est pour le principal de £647,260 5ch. 6d. sterling débenture stock et l'intérêt sur cette somme au taux de 3½ pour cent par an, durant 50 ans.

5. Grand-Tronc-Pacifique, chap. 71, 3 Ed. VII (1903) et chap. 24, 4 Ed. VII (1904).

La garantie est en obligations à 3 pour cent de la compagnie de chemins de fer pour une somme équivalente à 75 pour cent du coût de construction de la section ouest du Transcontinental, mais ne dépassant pas $13,000 par mille pour la section des prairies du dit chemin de fer. Le montant des obligations émises et garanties s'élève à £7,200,000, dont £2,300,000 émises en 1905, £2,000,000 en 1909 et £2,000,000 en 1910.

L'émission totale s'élevait à £14,000,000; la partie non vendue au public soit £6,800,000, fut achetée par le gouvernement en vertu de la Loi d'Achat des Obligations du G.T.P., de 1913. La garantie est donc caduque, quant aux obligations achetées.

6. Canadian Northern Alberta Railway Company, chap. 6, 2 Georges V, (1912).

Cette garantie porte sur le principal de £733,561 12ch. 10d. sterling et l'intérêt de ces obligations à 3½ pour cent par an, durant 50 ans à partir du 1er avril 1912; l'intérêt est payable semestriellement.

7. Grand Tronc Pacifique, chap. 20 des lois de 1914. Total de la garantie accordée $16,000,000, portant intérêt à 4 pour cent. Obligations vendues au public $3,193,507; entre les mains du gouvernement fédéral, comme gage d'avances, $7,500,000; donné en gage à la compagnie du chemin de fer du Grand Tronc, $5,306,493.

8. Canadian Northern, chap. 20 des lois de 1914. Garantie consentie, $45,000,000 à 4 pour cent. Vendu au public, $17,033,333; remis au gouvernement fédéral en gage d'avances, $12,500,000; entre les mains de Columbia Trust Co., de New-York, comme gage d'avances, $15,333,333.

Alberta.

Chemins de fer.	Longueur du réseau bénéficiant de la garantie.	Valeur au pair des obligations.	Longueur des voies construites par le gouvernement.	Valeur au pair des obligations.
		$		$
Canadian Northern	902·4	13,536,000	774·8	11,022,000
Canadian Northern Western	1,390·	22,530,000	662·57	11,222,250
Grand Trunk Pacific Branch Lines Co	259·5	4,182,500	259·5	4,182,500
Edmonton, Dunvegan & British Columbia Ry	471·	9,420,000	471·	9,420,000
Alberta and Grand Waterways	350·	7,000,000	350·	7,000,000
Central Canada	114·	2,280,000	100·	2,000,000
Lacombe and Blindman Valley	39·1	547,400	39·1	273,700
Total	3,526·0	59,495,900	2,656·97	45,120,450

SASKATCHEWAN.

Chemins de fer.	Nombre de milles.	Total des garanties à raison de de $15,000 par mille.	Valeur au pair des obligations vendues.	Montant des garanties dont il a été donné mainlevée.
		$ c.	$ c.	$ c.
Canadian Northern Railway Company	1,155	17,325,000 00	13,709,400 00	10,456,495 25
Canadian Northern Saskatchewan Railway Co	255	3,825,000 00	1,174,813 33	782,210 60
Grand Trunk Pacific Branch Lines Co	760	11,400,000 00	11,328,892 00	9,908,627 53
Grand Trunk Pacific Saskatchewan Ry. Co	605	9,075,000 00	Aucune.	Aucune.
		41,625,000 00	26,213,105 33	21,147,333 38
Ponts et terminus—				
Grand Trunk Pacific Branch Lines Co		5,100,000 00	1,882,240 00	1,536,660 62
Canadian Northern Saskatchewan Railway Co.		1,000,000 00	486,666 66	486,666 66
		47,725,000 00	28,582,011 99	23,170,660 66

En 1918, toutes les garanties non acquises ont été déclarées forfaites.

ONTARIO.

En faveur du Canadian Northern Ontario Railway Co.—Garantie d'intérêt sur des obligations représentant un capital de $7,860.000,

NOUVELLE-ÉCOSSE.

Les subsides accordés par la province de la Nouvelle-Écosse à la compagnie de chemin de fer Halifax et Southwestern ne constituent pas précisément une garantie d'obligations, nous les faisons cependant figurer ici, en exposant la nature de l'opération.

Tout d'abord, la province avança à la compagnie $13,500 par mille sur 257.25 milles de ses voies. La compagnie hypothéqua la totalité de son réseau en faveur de la province pour le montant total de ces avances, avec faculté d'obtenir la main-levée de cette hypothèque en remboursant $13,500 par mille, la différence de $3,200 par mille représentant les subsides normalement dûs par la province aux constructeurs d'un chemin de fer, en vertu de sa législation.

Cette situation fut modifiée par une loi de 1912, chap. 27, plus tard amendée par une loi de 1913, chap. 64, dont voici les dispositions essentielles: l'hypothèque est annulée; la compagnie de chemin de fer est créditée de $3,200 par mille plus l'intérêt sur cette somme; la compagnie est remboursée de l'équivalent de £180,400 qu'elle a payé à titre d'intérêt sur la créance de la province, cette somme venant s'ajouter au capital dû par la compagnie à la province. La compagnie de chemin de fer Halifax et le Southwestern reçut remboursement de l'équivalent de ces £180,400 non pas en espèces, mais sous forme d'obligations émises par la province, et la dette totale de la compagnie envers la province fut alors établie à $4,447,000, somme qui comprend ces £180,400.

Pour garantir le remboursement de sa dette, la compagnie remit à la province à titre de gage, un montant égal, soit $4,447,000 d'obligations par elle émises, cautionnées par The Canadian Northern Railway Company et comportant première hypothèque sur le réseau Halifax et Southwestern. La province est encore détentrice de ces obligations, dont elle encaisse les coupons à leur échéance.

Sous la convention originaire, la compagnie de chemins de fer n'avait pas remis de valeurs à la province, la seule garantie était l'hypothèque, maintenant radiée.

L'avance de $13,500 par mille consentie à la compagnie fut effectuée en espèces, la province ayant contracté à cet effet un emprunt à Londres au moyen d'une émission d'obligations. Le taux d'intérêt des obligations de la compagnie détenues par la province compense presque—moins un quart de un pour cent—celui que paie la province sur ses propres obligations, cette légère différence résultant de ce que les premières ont été émises au-dessous du pair.

Lorsque la compagnie aura payé sa dette, les subsides provinciaux qu'elle aura encaissés seront exactement de $3,200 par mille.

COLOMBIE-BRITANNIQUE.

Chemins de fer.	Garantie autorisée.	Valeur au pair des obligations émises.	Montant de la garantie effective.
	$	$	$
Canadian North Pacific Ry	47,975,000	40,157,527	33,013,467
Pacific Great Eastern Ry	20,160,000	20,160,000	18,035,198
Total	68,135,000	60,317,527	51,048,665

Aux chiffres qui précèdent, sont venus s'ajouter en 1916, $11,550,000 d'obligations du Pacific Great Eastern, dont la garantie fut autorisée par la Législature. L'état officiel de 1918 a omis cette somme.

MANITOBA.

Les garanties suivantes ont été consenties en faveur du Canadian-Northern Railway Co.

1,273·73	milles, réseau principal et embranch. au Manitoba, à	$10,000 par mille	$12,437,286 66
332·30	" " " "	$13,000 "	4,320,000 00
287·28	" division de Port Arthur	$20,000 "	5,745,586 67
	terminus de Winnipeg		3,000,000 00
	Total des garanties		$25,502,873 33
	Canadian Northern Manitoba Ry. 12·3 milles à $13,000 par mille		$ 16,680 00

NOUVEAU-BRUNSWICK.

Chemins de fer.	Montant des garanties.	Acquises et payées.
	$ c.	$ c.
New Brunswick and Seaboard	297,000 00	297,000 00
Southampton	155,000 00	155,000 00
St. John and Quebec	6,400,000 00	3,597,898 70
Fredericton and Grand Lake	465,000 00	465,000 00
Total	7,317,000 00	4,514,898 70

QUÉBEC.

Garantie d'obligations en faveur de The Montreal and Western Railway Company, à concurrence de $224,000.

TRAFIC.

VOYAGEURS TRANSPORTÉS.

Année.	Voyageurs.	Année.	Voyageurs.
1910	35,894,575	1915	49,322,035
1911	37,097,718	1916	* 43,503,459
1912	41,124,181	1917	* 48,106,530
1913	46,203,765	1918	* 44,948,638
1914	46,702,280	1919	43,754,194

*Chiffres corrigés.

MARCHANDISES TRANSPORTÉES.

Année.	Tonnes (2,000 liv.)	Année.	Tonnes (2,000 liv.)
1875	5,670,837	1910	74,482,866
1880	9,938,858	1911	79,884,282
1885	14,659,271	1912	89,444,331
1890	20,787,469	1913	106,992,710
1895	21,524,421	1914	106,393,989
1900	35,946,183	1915	87,204,833
1905	50,793,957	1916	109,659,088
1906	57,966,713	1917	121,916,272
1907	63,866,135	1918	127,543,687
1908	63,071,167	1919	116,699,572
1909	66,842,258		

Dans les calculs qui suivent, on a pris pour base la longueur des voies uniques. telle qu'elle figure au tableau 1.

MOUVEMENT DES VOYAGEURS.

Voyageurs transportés 1 mille:

1910	2,466,729,664	1915	2,483,708,745
1911	2,605,968,924	1916	2,727,122,648
1912	2,910,251,636	1917	3,150,127,428
1913	3,265,656,080	1918	3,190,025,682
1914	3,089,031,194	1919	3,074,664,369

Voyageurs transportés 1 mille, par mille de voies:

1910	99,742	1915	69,802
1911	102,597	1916	72,611
1912	108,888	1917	79,829
1913	111,353	1918	82,050
1914	100,309	1919	79,048

Voyageurs transportés, par mille de voies:

1910	1,451	1915	1,299
1911	1,560	1916	* 1,162
1912	1,539	1917	* 1,246
1913	1,576	1918	* 1,156
1914	1,516	1919	1,125

*Chiffres corrigés.

Moyenne des recettes par voyageur et par mille:

1910	1·866	1915	2·021
1911	1·944	1916	1·954
1912	1·943	1917	1·946
1913	1·973	1918	2·122
1914	2·007	1919	2·557

Recettes provenant du transport des voyageurs:

1910	$ 46,018,880	1915	$ 50,173,267
1911	50,566,894	1916	53,097,643
1912	50,543,664	1917	61,290,291
1913	64,441,430	1918	67,089,363
1914	62,012,296	1919	78,609,871

Recettes provenant des trains de voyageurs:

1910	$ 52,956,219	1915	$ 60,699,935
1911	58,317,998	1916	66,763,261
1912	65,048,187	1917	80,767,114
1913	74,431,994	1918	88,192,056
1914	72,564,203	1919	102,380,357

Moyenne des recettes par voyageur:

1910	$ 1·282	1915	$ 1·083
1911	1·360	1916	* 1·221
1912	1·375	1917	* 1·274
1913	1·394	1918	* 1·493
1914	1·328	1919	1·797

*Chiffres corrigés.

Nombre moyen des voyageurs par train:

1910	59	1915	50
1911	60	1916	53
1912	62	1917	59
1913	62	1918	64
1914	59	1919	63

Nombre moyen des voyageurs par wagon:

1910	..	1915	14
1911	..	1916	14
1912	..	1917	16
1913	15	1918	17
1914	14	1919	17

Moyenne du nombre des wagons par train de voyageurs:

1913	5·6	1917	5·7
1914	5·7	1918	5·8
1915	5·4	1919	6·1
1916	5·5		

Moyenne du parcours des voyageurs (milles):

1910	69	1915	54
1911	70	1916	55
1912	71	1917	59
1913	71	1918	63
1914	66	1919	70

En moyenne, chacun des wagons d'un train de voyageurs a donné une recette de 34.4 cents par mille, en comprenant tous les genres de wagons qui constituent un train de voyageurs.

Tonnes transportées 1 mille:

TRAFIC DES MARCHANDISES.

1910	15,712,127,701	1915	17,661,309,723
1911	16,048,478,295	1916	28,195,364,264
1912	19,558,190,527	1917	31,186,707,851
1913	23,032,951,596	1918	31,029,072,279
1914	22,063,294,685	1919	27,724,379,202

Tonnes transportées 1 mille, par mille de voies:

1910	635,321	1915	496,355
1911	631,829	1916	753,202
1912	731,776	1917	807,948
1913	785,820	1918	798,093
1914	716,359	1919	712,783

Moyenne des recettes par tonne et par mille:

1910	0·739	1915	0·751
1911	0·777	1916	0·653
1912	0·757	1917	0·690
1913	0·758	1918	0·736
1914	0·742	1919	0·962

Moyenne des tonnes transportées, par chaque train:

1910	311	1915	344
1911	305	1916	411
1912	325	1917	436
1913	342	1918	457
1914	353	1919	442

Nombre moyen des wagons chargés, par train de marchandises:

1910	18·15	1915	18·06
1911	18·03	1916	19·65
1912	18·19	1917	19·59
1913	18·00	1918	19·77
1914	18·40	1919	18·85

Nombre moyen de tonnes par wagon chargé:

1910	17·13	1915	18·43
1911	16·91	1916	20·91
1912	17·87	1917	22·24
1913	19·01	1918	23·09
1914	19·18	1919	23·46

Moyenne du parcours, en milles:

1913	216	1917	256
1914	217	1918	243
1915	202	1919	238
1916	257		

Moyenne des recettes, par tonne:

1913	$ 1·636	1917	$ 1·765
1914	1·614	1918	1·789
1915	1·520	1919	2·286
1916	1·679		

Relevé du tonnage des marchandises par mille de ligne, depuis 1875:

1875	1,180	1910	3,012
1881	1,646	1916	2,929
1887	1,342	1917	3,159
1893	1,466	1918	3,281
1898	1,706	1919	3,000
1904	2,475		

Recettes brutes par train-mille, tous trains:

1910	$ 2·036	1915	$ 2·143
1911	2·103	1916	2,358
1912	2·174	1917	2·683
1913	2,263	1918	3·005
1914	2·253	1919	3·688

Recettes par tonne de marchandises:

1910	$ 1·560	1915	$ 1·520
1911	1·561	1916	1·679
1912	1·655	1917	1,766
1913	1·636	1918	1·789
1914	1·614	1919	2·286

Recettes par voyageur:

1910	$ 1·282	1915	$ 1·208
1911	1·363	1916	1·083
1912	1·375	1917	1·140
1913	1·394	1918	1·322
1914	1·328	1919	1·797

Recettes provenant des marchandises, par train de marchandises et par mille:

1910	$ 2·316	1915	$ 2·279
1911	2·376	1916	2·686
1912	2·494	1917	3·006
1913	2·595	1918	3·359
1914	2·619	1919	4·256

Recettes provenant des voyageurs, par train de voyageurs et par mille:

1910	$ 1·313	1915	$ 1·016
1911	1·348	1916	1·042
1912	1·390	1917	1·160
1913	1·223	1918	1·352
1914	1·185	1919	1·614

MARCHANDISES TRANSPORTÉES.

—	1915.	1916.	1917.	1918.	1919.
Produits agricoles—	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
Grain	9,159,793	18,957,627	16,491,090	13,985,361	11,285,463
Farine	2,514,609	3,184,922	3,374,965	3,919,476	3,051,415
Autres produits de meunerie	1,486,665	1,685,147	1,684,176	1,722,985	1,534,421
Foin	1,211,835	1,323,954	1,042,395	1,522,626	1,650,194
Tabac	38,580	47,694	44,482	51,252	56,508
Coton	108,877	143,950	154,256	349,385	170,657
Fruits et légumes	1,474,314	1,299,063	1,649,779	1,604,126	1,769,150
Autres produits agricoles	391,236	463,354	686,311	722,459	617,655
Produits animaux—					
Bétail	1,387,103	1,428,887	1,554,560	1,515,471	1,752,176
Viandes préparées	608,062	630,992	645,094	764,121	1,073,921
Autres salaisons	395,364	615,701	596,349	644,023	946,949
Volaille, gibier et poisson	282,856	360,892	373,514	424,728	550,115
Laine	41,156	105,912	62,456	90,455	73,557
Cuirs et peaux	211,411	277,580	249,794	250,713	281,055
Autres produits animaux	430,705	486,395	499,120	559,821	596,443
Produits miniers—					
Houille anthracite	6,477,642	7,057,628	7,623,874	9,033,037	7,361,435
Houille bitumineuse	16,114,480	18,122,835	21,782,444	25,076,008	23,440,474
Coke	1,171,427	1,772,854	1,641,488	1,735,596	1,354,697
Minerais	3,524,211	5,610,548	5,570,215	5,491,452	4,084,964
Pierre, sable, etc	4,841,415	3,801,874	3,910,562	3,850,855	3,402,681
Autres produits miniers	998,360	1,484,345	2,006,054	2,002,543	1,765,570
Produits forestiers—					
Bois de sciage	7,985,885	8,551,087	10,100,749	10,478,969	9,955,898
Autres produits forestiers	5,990,670	8,007,442	8,989,933	10,372,485	11,298,507
Produits fabriqués—					
Pétrole et autres huiles	868,214	1,117,315	1,414,800	1,636,594	2,035,899
Sucre	707,714	744,866	797,763	912,113	899,984
Approvisionnements de navires	28,961	81,768	108,958	133,168	66,129
Fer en gueuse et en matte	488,216	1,259,343	1,723,249	1,745,383	1,460,466
Rails de fer et acier	459,764	749,993	1,100,245	1,104,996	1,475,576
Fonte et machines	891,063	1,316,572	1,920,301	1,997,184	1,638,116
Métal en barre et en tôle	635,150	1,213,797	1,562,313	1,784,228	1,544,779
Ciment, briques et chaux	2,419,240	2,216,868	2,698,166	2,192,898	1,883,550
Instruments aratoires	285,491	366,461	469,142	529,677	469,230
Camions, voitures, outils, etc	339,749	516,368	672,939	566,720	567,194
Vins, liqueurs et bières	247,944	269,271	218,977	223,350	193,091
Articles de ménage et ameublement.	295,496	366,399	438,483	499,751	443,875
Autres produits fabriqués	4,928,391	6,648,762	8,795,971	9,036,745	8,164,138
Marchandises	5,272,163	4,622,224	6,070,858	5,047,616	4,421,320
Divers	2,393,123	2,748,398	3,151,203	3,952,372	3,362,320

—	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
Produits agricoles	16,385,909	27,105,711	25,127,453	23,877,670	20,135,463
Produits animaux	3,356,657	3,906,359	3,980,887	4,249,332	5,274,216
Produits miniers	33,127,535	37,850,084	42,534,637	47,189,491	41,409,821
Produits forestiers	13,976,555	16,558,529	19,090,682	20,851,454	21,254,405
Produits fabriqués	12,586,393	16,867,782	21,921,309	22,362,807	20,842,027
Marchandises	5,272,163	4,622,224	6,070,858	5,047,616	4,421,320
Divers	2,393,123	2,748,398	3,151,203	3,952,372	3,362,320
Totaux	*b* 87,204,838	109,659,087	*c*121,916,272	*d*127,543,687	116,699,572

(*b*) 106,503 tonnes non classifiées. (*c*) 39,244 tonnes non classifiées. (*d*) 12,945 tonnes non classifiées.

Sources du trafic.

—	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
Ayant son origine au Canada........	49,364,052	62,950,122	67,134,164	68,385,790	63,556,991
Reçu par les voies ferrées américaines....	22,134,118	26,287,034	31,330,530	34,039,620	31,645,130
Total, origine canadienne....	71,498,170	89,237,156	98,464,694	102,425,410	95,202,121
Reçu par les réseaux de connexion........	15,706,668	20,421,932	23,451,578	25,118,277	21,497,451
Total du trafic............	87,204,838	109,659,088	121,916,272	127,543,687	116,699,572

Le trafic total présente en 1919 une diminution de 10,844,115 tonnes sur 1918; on constate également une décroissance de 7,203,289 tonnes dans les marchandises d'origine canadienne.

Circulation des wagons à marchandises.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.
Wagons à marchand., chargés.	958,425,805	1,348,212,128	1,402,552,028	1,343,301,681	1,181,758,126
" vides...	387,179,212	576,255,686	561.127,805	494,404,216	497,882,365
" cambuses...............	45.669,172	63,344,375	66,728,241	64,419,008	59,472,896
Total............	1,391,274,189	1,987,812,189	2,030,408,074	1,902,124,905	1,739,113,387

Circulation des wagons des trains de voyageurs.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.
Wagons à voyageurs........................	126,421,006	133,423,951	135,419,724	127,866,571	127,018,520
Wagons-lits, wagons-salons, etc..........	53,632,104	56,565,727	59,489,362	53,808,982	58,181,799
Autres wagons..............................	86,630,228	90,909,724	108,416,453	108,472,381	112,074,695
Total.......................	266,683,338	280,899,402	303,325,539	290,147,934	297,275,014

Circulation des trains productifs de revenus:

—	1914.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.	milles.
Trains de voyageurs........	45,219,048	41,648,243	42,449,022	44,083,575	41,850,189	41,048,124
Trains de marchandises.....	55,343,193	43,661,573	60,036,984	62,863,724	60,143,014	55,034,882
Trains mixtes..............	7,126,841	7,736,391	8,499,073	8,746,811	7,787,636	7,652,411
Trains spéciaux............	206,190	172,272	90,811	102,990	76,721	97,418
Total..........	107,895,272	93,218,479	111,075,890	115,797,100	109,857,560	103,832,835
Trains non productifs de revenus................	4,911,928	1,955,104	3,338,181	3,627,901	4,158,919	4,159,658

Circulation des locomotives:

Genre de locomotive.	1914.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.	milles.
Marchandises	58,675,214	47,731,635	66,491,134	68,983,629	63,921,041	60,080,642
Voyageurs	45,069,967	41,006,923	42,215,551	44,005,835	40,870,513	42,296,331
Mixtes	10,276,245	7,561,213	7,610,281	8,612,666	7,897,536	7,871,917
De manœuvre	22,937,611	19,897,242	23,586,669	28,509,069	28,625,512	26,519,327
Spéciales	169,719	157,031	5,062,813	153,099	5,438,603	157,947
Total	137,128,756	116,354,044	144,966,448	150,264,298	146,753,205	136,926,164

BILAN.

AVOIR.

—	1918.		1919.	
	$ c.	$ c.	$ c.	$ c.
Recettes brutes d'exploitation	330,220,149 95		382,976,901 41	
Dépenses d'exploitation	273,955,435 79		341,866,509 01	
Recettes nettes de l'exploitation		56,264,714 16		41,110,392 40
Opérations extérieures:				
Recettes	5,423,530 94		8,802,803 72	
Dépenses	3,744,180 08		6,831,555 34	
Recettes nettes	1,679,350 86		1,971,248 38	
Autres sources de revenus	19,627,863 92	21,307,214 78	18,501,190 97	20,472,439 35
		77,571,928 94		61,582,831 75
A déduire taxes		4,711,262 84		5,316,713 75
Revenu brut		72,860,666 10		56,266,118 00
Déductions:				
Location d'autres voies	$ 3,491,478 94		3,745,795 56	
Autres loyers	6,873,321 18		5,675,530 49	
Perte sur propriétés distinctes des réseaux			2,673,248 13	
Intérêt de la dette consolidée	30,665,899 36		30,974,059 78	
Autre intérêt	9,182,886 61		12,123,201 28	
Fonds d'amortissement	9,733 33		19,260 18	
Autres déductions	2,417,146 10	54,532,437 39	2,319,703 29	57,530,798 71
Revenu net		18,328,228 71	Perte nette.	1,264,680 71
Disposition du revenu net:				
Dividendes ordinaires	26,876,705 16		26,899,267 66	
" privilégiées	10,331,172 14		10,331,172 14	
Additions et améliorations	209 43		879 95	
Réserve et divers	195,831 57	37,403,499 44	323,721 18	37,553,281 03
Balance au débit de profits et pertes		$ 19,075,270 73		$ 38,817,961 74

RECETTES BRUTES.

—	1918.		1919.	
	$ c.	$ c.	$ c.	$ c.
Sur terre—				
Marchandises	228,244,416 07		266,825,881 94	
Voyageurs	67,089,362 62		78,609,870 97	
Excédents de bagages	595,790 35		573,322 28	
Wagons-lits	3,179,760 94		3,716,450 77	
Wagons-salons	262,576 39		274,505 07	
Service postal	3,288,733 75		3,399,830 60	
Messagerie	9,824,583 29		10,744,374 20	
Autres trains voyageurs	64,024 66		49,744 50	
Lait	550,416 08		621,277 11	
Transbordements	2,917,752 37		2,680,376 61	
Trains spéciaux	89,677 79		84,763 43	
Autres trains de marchandises	36,920 15		27,529 62	
Rechargement aux ports	1,529 61		62,588 80	
Totaux	....	316,145,544 07	....	367,670,515 90
Sur eau—				
Marchandises	2,266,102 13		2,455,033 14	
Voyageurs	432,537 50		413,878 30	
Excédents de bagages	2,995 71		1,579 28	
Autres services de voyageurs	....		....	
Service postal	20,564 70		18,609 60	
Messagerie	25,476 65		15,763 30	
Service spécial	....		....	
Autres	Dt. 139,749 47		243 35	
Totaux...—	....	2,608,027 22	....	2,905,106 97
Accessoires:				
Buffets et wagons-restaurants	3,336,808 34		4,390,981 69	
Hôtels et restaurants	627,518 13		779,016 66	
Privilèges dans les gares, trains, etc	98,847 47		109,579 43	
Consigne de bagages	88,479 48		136,178 98	
Entreposage—marchandises	342,772 95		525,816 15	
Entreposage—bagages	85,052 19		127,072 36	
Surestaries	1,936,611 52		2,120,298 26	
Télégraphe et téléphone	281,167 59		91,731 82	
Elévateurs à grain	888,454 99		1,113,683 16	
Parcs à bestiaux	24,859 27		24,654 00	
Location de bâtiments, etc	1,488,020 86		1,547,598 07	
Divers	1,918,485 88		1,367,695 61	
Totaux	....	11,117,078 67	....	12,334,306 19
Facilités combinées, balance cr	....	349,499 99	....	66,972 35
Recettes brutes	....	330,220,149 95	....	382,976,901 41

Augmentation en 1919 sur 1918, $52,756,751.46.
Pour le détail des recettes nettes, voir tableau 5.
Recettes brutes par mille de ligne:

1875	$4,053	1912	8,209
1880	3,275	1913	8,760
1885	2,993	1914	7,894
1890	3,562	1915	5,616
1895	2,928	1916	6,943
1900	4,006	1917	8,051
1905	5,197	1918	8,493
1910	7,034	1919	9,846
1911	7,430		

RELATION DES DÉPENSES D'EXPLOITATION AUX RECETTES BRUTES.

Année.	Recettes.				Total des dépenses d'exploitation.	Recettes nettes de l'exploitation.	Pourcentage des dépenses d'exploitation par rapport aux recettes brutes de l'exploitation.
	Des voyageurs.	Des marchandises et transbordements.	Autres.	Total, recettes brutes.			
	$	$	$	$	$	$	
1910	52,956,219	117,494,484	3,505,514	173,956,217	120,405,440	53,550,777	69·2
1911	58,317,998	126,570,534	3,844,962	188,733,494	131,034,785	57,698,709	69·4
1912	65,048,187	149,961,140	3,494,426	219,403,753	150,726,540	68,677,213	68·7
1913	74,431,994	177,089,373	5,181,336	256,702,703	182,011,690	74,691,013	70·9
1914	72,564,203	165,753,731	4,765,605	243,083,539	178,975,259	64,108,280	73·6
1915	60,699,935	134,488,304	4,654,833	199,843,072	147,731,099	52,111,973	73·9
1916	53,097,643	185,806,168	*22,984,843	261,888,654	180,542,259	81,346,395	68·9
1917	61,290,291	217,625,963	*31,855,225	310,771,479	222,890,637	87,880,842	71·7
1918	88,192,056	231,813,389	10,214,705	330,220,150	273,955,436	56,264,714	82·96
1919	102,380,357	270,463,390	10,133,154	382,976,901	341,866,509	41,110,392	89·27

*Y compris excédents de bagages, wagons-lits et wagons-salons, service postal, messagerie, lait, autres trains de voyageurs, buffets et wagons-restaurants pour ces années seulement. Pour les autres années, ces recettes figurent dans la colonne des voyageurs. En 1916, ces différentes recettes se totalisaient par $16,192,941 et en 1917 par $19,476,823.

DÉPENSES D'EXPLOITATION.

Année.	Par mille de voies.	Par train-mille (tous trains).	
		Recettes par train-mille.	Dépenses par train-mille.
	$	$	$
1899	2·360	1·192	0·779
1900	2·701	1·282	0·864
1901	2·777	1·366	0·944
1902	3·064	1·501	1·028
1903	3·554	1·591	1·117
1904	3·837	1·634	1·216
1905	3·904	1·614	1·213
1906	4·080	1·723	1·198
1907	4·621	1·953	1·381
1908	4·672	1·869	1·364
1909	4·340	1·816	1·309
1910	4·869	2·036	1·409
1911	5·159	2·103	1·460
1912	5·640	2·174	1·493
1913	6·211	2·263	1·604
1914	5·812	2·253	1·659
1915	4·152	2·144	1·585
1916	4·823	2·358	1·623
1917	5·774	2·682	1·925
1918	7·046	3·006	2·494
1919	8·789	3·682	3·292

DÉPENSES D'EXPLOITATION EN 1919.

		Pourcentage.
Voies, ponts, viaducs, etc	69,034,242 27	20·19
Matériel	78,397,270 13	22·93
Trafic	6,545,932 50	1·91
Transports—par terre	170,382,033 76	49·83
" —par eau	2,168,889 52	0·63
Opérations diverses	5,606,045 50	1·64
Frais généraux	9,739,448 93	2·84
Traction (placement) —Cr	7,353 60	0·03
Total	341,866,509 01	
Augmentation sur 1918	67,911,073 22	

DÉPENSES D'EXPLOITATION.

—	1916.		1917.		1918.	
	$ c.	Pourcent.	$ c.	Pourcent.	$ c.	Pourcent.
Voies, ponts, viaducs, etc.	36,040,945 06	19·96	41,154,193 11	18·46	51,614,857 71	18·84
Matériel	35,822,484 20	19·84	46,371,178 39	20·80	57,304,234 84	20·92
Trafic	5,560,515 12	3·08	6,236,810 91	2·79	6,342,393 99	2·32
Transports—par terre	92,882,661 24	51·45	114,327,343 71	51·29	145,107,396 15	52·96
" —par eau	182,824 13	0·10	3,271,892 62	1·47	1,552,958 83	0·56
Opérations diverses	3,279,588 42	1·81	3,962,543 94	1·78	4,443,665 75	1·62
Frais généraux	6,781,574 19	3·75	7,584,881 55	3·40	7,597,985 10	2·77
Traction (placement)	10,333 38	0·01	18,207 15	0·01	8,056 58	0·01
Total	180,512,258 98		222,890,637 08		273,955,435 79	

DÉPENSES D'EXPLOITATION.

Année.	Coût de l'entretien des voies.	Longueur des voies.	Coût par mille de voies.	Année.	Coût de l'entretien du matériel roulant.	Longueur des voies.	Coût par mille de voies.
	$		$		$		$
1910	27,035 603	24,731	1,093	1910	26,002,301	24,731	1,051
1911	29,245,093	25,400	1,151	1911	26,127,638	25,400	1,028
1912	31,514,098	26,727	1,179	1912	29,811,510	26,727	1,115
1913	35,933,322	29,336	1,224	1913	37,289,718	29,336	1,271
1914	35,292,226	30,795	1,146	1914	36,375,330	30,795	1,181
1915	28,762,906	35,582	808	1915	28,156,261	35,582	791
1916	36,040,045	37,434	962	1916	35,822,484	37,434	956
1917	41,154,193	38,604	1,066	1917	46,371,178	38,604	1,201
1918	51,614,857	38,879	1,327	1918	57,304,234	38,879	1,473
1919	69,034,242	38,896	1,775	1919	78,397,270	38,896	2,017

TAXES.

Provinces.	1916.	1917.	1918.	1919.
	$	$	$	$
Nouvelle-Ecosse	1,381 31	437 36	1,705 13	964 00
Nouveau-Brunswick	3,902 26	58,740 06	58,446 21	76,211 61
Québec	617,686 15	659,049 59	624,816 36	811,564 52
Ontario	1,510,007 84	2,148,141 12	1,693,129 83	1,974,185 48
Manitoba	247,300 07	396,924 52	337,140 82	212,273 30
Saskatchewan	107,659 74	251,575 68	163,186 37	259,027 80
Alberta	146,400 74	189,812 47	210,067 33	526,565 30
Colombie Britannique	343,643 55	326,122 51	749,422 79	649,558 05
Yukon	6,845 04	6,805 27	6,826 17	6,821 05
Non réparties	112,060 76	....	....	285,880 15
Hors du Canada	224,913 91	316,563 84	166,347 82	258,381 70
Total	3,321,801 37	4,354,172 52	4,011,088 38	5,061,432 96

L'île du Prince-Edouard ne possède pas d'autre chemin de fer que le Prince-Edward Island Ry. qui appartient à l'Etat et n'est, par conséquent, pas assujetti à l'impôt.

TRAITEMENTS, APPOINTEMENTS ET SALAIRES.

Année.	Nombre du personnel.	Traitements, appointements et salaires.	Pourcentage des recettes brutes.	Pourcentage des dépenses d'exploitation.
		$		
1910	123,768	67,167,793	38·61	55·78
1911	141,224	74,613,738	39·53	56·94
1912	155,901	94,237,623	39·79	57·92
1913	178,652	115,749,825	45·09	63·59
1914	159,142	111,762,972	45·97	62·43
1915	124,142	90,215,727	45·15	61·09
1916	144,770	104,300,647	39·82	57·95
1917	146,175	129,626,187	41·85	58·34
1918	143,493	152,274,953	46·14	55·59
1919	158,777	208,939,995	54·56	61·12

TRAITEMENTS, APPOINTEMENTS ET SALAIRES.

Nos d'ordre.	1915.	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.	$ c.
1 à 5 Siège social—Direction	10,122,122 04	10,335,711 11	14,957,705 43	17,075,814 44	22,985,070 54
6 à 26 Entretien de la voie et du matériel et construction.	37,824,178 90	44,001,341 77	53,237,311 21	64,432,547 93	93,308,553 59
27 à 29 Trafic extérieur	683,857 08	978,043 93	715,306 98	738,057 19	1,403,463 63
30 à 40 46 – 47 59 à 65 Personnel affecté à différents services de l'exploitation	18,014,089 76	19,117,544 62	26,306,422 37	30,310,862 42	42,332,795 32
41 à 45 Personnel des dépôts	4,742,048 21	5,653,385 13	7,031,963 84	8,665,250 22	11,353,453 60
49 à 58 Personnel des trains	18,829,431 02	24,214,615 44	27,377,475 41	31,052,420 68	37,556,657 93
Total	90,215,727 01	104,309,642 00	129,626,185 24	152,274,952 88	208,939,994 61

PERSONNEL CLASSIFIÉ, 1919.

	Personnel classifié. (A)	Moyenne du nombre des employés.	Heures de travail et rémunération.		
			Total des heures de travail durant l'année.	Traitements, appointements et salaires, payés durant l'année.	
				$	c.
1	Fonctionnaires supérieurs	761	2,151,493	3,433,222	52
2	Chefs des services	1,157	4,618,485	2,883,670	12
3	Commis	14,143	35,422,207	15,672,946	14
4	Messagers et huissiers	439	1,318,342	317,239	16
5	Sous-ingénieurs et dessinateurs	479	1,243,259	677,992	60
6	Contremaîtres E. V. & S. (autres que nos 7 et 25)	920	2,755,396	1,465,468	03
7	Contremaîtres de section	5,812	13,058,862	8,302,347	25
8	Chefs d'ateliers, service du matériel	137	359,451	283,676	24
9	Contremaîtres d'équipes et autres services du matériel	1,617	4,285,803	3,146,432	26
10	Machinistes	4,430	10,351,399	7,097,735	58
11	Chaudronniers	1,512	4,564,244	2,741,275	40
12	Forgerons	631	1,442,866	981,846	80
13	Maçons (pierre et brique)	67	143,477	83,959	86
14	Charpentiers en fer	46	119,732	52,243	85
15	Charpentiers-menuisiers	5,336	12,358,497	7,182,751	26
16	Peintres et tapissiers-bourreurs	1,435	3,018,117	1,803,523	99
17	Electriciens	522	1,228,611	753,436	09
18	Serre-freins (à air)	284	646,401	377,441	03
19	Inspecteurs de wagons	1,844	5,210,681	2,916,116	76
20	Ouvriers réparant les wagons	3,536	8,809,102	4,780,439	06
21	Autres corps de métier	7,061	16,213,114	8,918,123	51
22	Aides et apprentis mécaniciens	6,279	14,636,363	6,325,354	10
23	Cantonniers et poseurs	20,377	55,297,279	20,261,836	46
24	Autres journaliers et manouvriers	13,486	34,602,788	11,858,877	71
25	Contremaîtres des équipes de construction et des trains de construction	263	710,877	395,204	13
26	Hommes constituant ces équipes (n° 25)	4,736	11,351,268	3,580,464	22
27	Agents solliciteurs (voyageurs)	272	759,881	457,863	91
28	Employés des agences à l'étranger	104	218,852	188,289	44
29	Autres employés du trafic	941	2,044,851	757,310	28
30	Expéditeurs et directeurs des trains	533	1,445,625	1,384,179	94
31	Télégraphistes, téléphonistes et signaleurs	1,889	5,730,441	3,487,093	33
32	Télégraphistes et téléphonistes des disques et arrêts	169	607,778	257,872	24
33	Aiguilleurs (non télégraphistes)	369	1,252,672	504,162	82
34	Commis de télégraphe	340	1,068,106	545,190	84
35	Agents, télégraphistes	2,960	9,115,645	5,496,877	24
36	Employés de gares et stations (non télégraphistes)	717	2,189,964	1,140,030	78
37	Chefs et sous-chefs de gares et stations	94	289,438	119,049	16
38	Personnel des gares et stations (autres que nos 3, 34, 35, 36 et 47)	9,524	26,013,838	10,151,617	64
39	Chefs des dépôts et parcs	330	1,106,545	801,594	97
40	Sous-chefs des dépôts et parcs (non commis)	143	504,269	322,427	16
41	Mécaniciens des dépôts	1,065	3,520,204	2,382,841	10
42	Chauffeurs des dépôts et leurs aides	1,123	3,589,109	1,721,854	61
43	Conducteurs de train, des dépôts	1,199	3,707,106	2,390,481	91
44	Serre-freins des dépôts	2,516	6,835,199	4,350,005	11
45	Aiguilleurs des dépôts	424	1,337,155	508,270	78
46	Autre personnel des dépôts et parcs	292	837,354	234,834	20
47	Palefreniers	1,538	4,222,437	1,829,959	63
48	Surveillants et journaliers des remises aux machines	3,545	11,237,379	4,344,343	11
49	Mécaniciens et wattmen des trains de marchandises	3,271	9,272,768	7,405,250	87
50	Chauffeurs des trains de marchandises et leurs aides	3,739	9,930,198	6,035,864	39
51	Conducteurs des trains de marchandises	2,549	8,425,207	5,713,815	88
52	Serre-freins et signaleurs des trains de marchandises	5,592	17,416,252	9,351,532	44
53	Mécaniciens et wattmen des trains de voyageurs	968	2,583,818	2,627,243	26
54	Chauffeurs des trains de voyageurs et leurs aides	982	2,572,415	1,975,060	37
55	Conducteurs des trains de voyageurs	738	3,154,588	1,719,510	79
56	Préposés aux bagages, sur trains de voyageurs	665	2,007,572	1,125,373	53
57	Serre-freins et signaleurs des trains de voyageurs	991	2,774,397	1,545,429	45
58	Autre personnel circulant sur les trains	50	128,569	57,576	95
59	Garde-barrières	674	2,220,683	780,808	34
60	Gardiens de ponts tournants	108	369,602	152,526	78
61	Employés sur matériel flottant	1,781	10,089,458	1,808,737	01
62	Employés aux messageries	757	1,924,037	674,503	1
63	Inspecteurs et policiers	698	2,384,539	841,538	96
64	Tous autres employés à la traction	804	2,628,519	1,014,457	52
65	Tous autres employés	7,013	20,962,475	6,440,989	94
	Total	158,777	431,397,059	208,939,994	6

MOYENNE DE LA RÉMUNÉRATION DU PERSONNEL DES CHEMINS DE FER, PAR HEURE, EN 1917, 1918 ET 1919.

	—	1917	1918	1919
1	Fonctionnaires supérieurs			
2	Chefs des services			
3	Commis	·280	·307	·442
4	Messagers et huissiers	·117	·178	·240
5	Sous-ingénieurs et dessinateurs	·355	·409	·545
6	Contremaîtres E. V. & S. (autres que nos 7 et 25)	·355	·394	·531
7	Contremaîtres de section	·279	·314	·635
8	Chefs d'ateliers, service du matériel	·487	·540	·787
9	Contremaîtres d'équipes et autres, service du matériel	·385	·457	·734
10	Machinistes	·422	·467	·685
11	Chaudronniers	·394	·455	·600
12	Forgerons	·250	·423	·680
13	Maçons (pierre et brique)	·350	·431	·585
14	Charpentiers en fer	·305	·334	·436
15	Charpentiers-menuisiers	·304	·368	·581
16	Peintres et tapissiers-bourreurs	·296	·362	·597
17	Electriciens	·323	·373	·613
18	Serre-freins (à air)	·387	·342	·583
19	Inspecteurs de wagons	·298	·321	·559
20	Ouvriers réparant les wagons	·263	·321	·542
21	Autres corps de métiers	·296	·350	·550
22	Aides et apprentis mécaniciens	·237	·298	·432
23	Cantonniers et poseurs	·206	·237	·366
24	Autres journaliers ou manouvriers	·219	·252	·342
25	Contremaîtres des équipes de construction et des trains de construction	·363	·329	·555
26	Hommes constituant ces équipes (n° 25)	·212	·268	·315
27	Agents solliciteurs (voyageurs)	·473	·471	·602
28	Employés des agences à l'étranger	·557	·802	·860
29	Autres employés du trafic	·388	·445	·370
30	Expéditeurs et directeurs des trains	·623	·704	·957
31	Télégraphistes, téléphonistes et signaleurs	·308	·382	·608
32	Télégraphistes et téléphonistes des disques et arrêts	·258	·338	·424
33	Aiguilleurs (non télégraphistes)	·187	·207	·402
34	Commis de télégraphe	·284	·328	·510
35	Agents-télégraphistes	·318	·381	·602
36	Employés des gares et stations (non télégraphistes)	·322	·361	·520
37	Chefs et sous-chefs de gares et stations	·243	·306	·411
38	Personnel des gares et stations (autres que nos 3, 34, 35, 36 et 47)	·225	·257	·390
39	Chefs des dépôts et parcs	·458	·507	·724
40	Sous-chefs des dépôts et parcs (non commis)	·333	·416	·639
41	Mécaniciens des dépôts	·422	·532	·676
42	Chauffeurs des dépôts et leurs aides	·264	·334	·479
43	Conducteurs de train, des dépôts	·389	·444	·644
44	Serre-freins des dépôts	·375	·412	·636
45	Aiguilleurs des dépôts	·201	·199	·380
46	Autre personnel des dépôts et parcs	·163	·203	·280
47	Palefreniers	·284	·303	·433
48	Surveillants et journaliers des remises aux machines	·212	·247	·386
49	Mécaniciens et wattmen des trains de marchandises	·538	·660	·798
50	Chauffeurs des trains de marchandises et leurs aides	·364	·437	·607
51	Conducteurs des trains de marchandises	·483	·560	·678
52	Serre-freins et signaleurs des trains de marchandises	·324	·338	·537
53	Mécaniciens et wattmen des trains de voyageurs	·688	·838	1·017
54	Chauffeurs des trains de voyageurs et leurs aides	·413	·559	·767
55	Conducteurs des trains de voyageurs	·589	·552	·798
56	Préposés aux bagages sur trains de voyageurs	·375	·359	·560
57	Serre-freins et signaleurs des trains de voyageurs	·372	·366	·556
58	Autre personnel circulant sur les trains	·296	·488	·448
59	Garde-barrières	·146	·175	·351
60	Gardiens des ponts tournants	·189	·232	·412
61	Employés sur matériel flottant	·133	·155	·179
62	Employés aux messageries	·171	·257	·350
63	Inspecteurs et policiers	·219	·248	·352
64	Tous autres employés à la traction	·213	·244	·385
65	Tous autres employés	·188	·220	·307
	Total	·288	·331	·484

CLASSIFICATION DES LOCOMOTIVES.

Locomotives.	1914.	1915.	1916.	1917.	1918.	1919.
	nomb.	nomb.	nomb.	nomb.	nomb.	nomb.
De trains de voyageurs	1,783	1,840	1,744	1,389	1,372	1,457
De trains de marchandises	3,028	2,912	3,077	3,490	3,603	3,610
De manœuvres	636	734	669	747	781	812

WAGONS À VOYAGEURS.

Wagons du service des voyageurs.	1914.	1915.	1916.	1917.	1918.	1919.
	nomb.	nomb.	nomb.	nomb.	nomb.	nomb.
De première classe	2,167	2,213	2,187	2,168	2,172	2,172
De seconde classe	627	632	706	687	595	618
Mixtes	491	486	409	418	406	396
D'immigrants	466	509	519	534	568	701
Wagons-restaurants	204	215	215	216	196	203
Wagons-salons	130	138	138	155	166	164
Wagons-lits	500	538	556	562	555	550
De bagages, de messageries et wagons-poste	1,378	1,457	1,458	1,462	1,514	1,513
Autres	39	138	138	175	204	195
Totaux	6,002	6,326	6,326	6,377	6,376	6,512

CAPACITÉ DES WAGONS À MARCHANDISES.

	1917.		1918.		1919.	
	Nombre.	Capacité en tonnes.	Nombre.	Capacité en tonnes.	Nombre .	Capacité en tonnes.
Fourgons	145,290	4,899,651	150,074	5,126,659	153,520	5,255,121
Plate-formes (ou trucs)	25,322	816,245	23,414	759,768	24,768	817,847
À bestiaux	7,883	232,185	8,556	253,350	9,189	272,590
À charbon	15,649	538,609	16,949	692,785	18,375	772,800
Citernes	731	35,134	485	16,306	419	14,340
Frigorifiques	5,324	155,510	5,893	176,890	6,022	180,800
Autres	3,390	137,122	3,664	141,012	4,965	185,797
Totaux	203,499	6,798,456	209,026	7,166,770	217,258	7,499,295

COMBUSTIBLE CONSOMMÉ PAR LES LOCOMOTIVES.

Consommation, en tonnes:

Catégorie de locomotives.	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
À trains de marchandises	3,642,056	5,273,546	5,675,606	5,852,935	5,185,560
" voyageurs	1,989,004	1,938,619	2,127,621	2,092,912	2,088,087
Mixtes	378,574	421,425	524,917	445,058	499,467
De manœuvres	854,651	1,053,739	1,463,820	1,454,384	1,345,598
De construction et spéciales	39,133	307,794	338,835	328,055	332,306
Total	6,903,418	8,995,123	10,130,799	10,173,344	9,451,018

Coût par tonne:

1915	$ 3 02
1916	3 11
1917	3 63
1918	$ 5 17
1919	5 52

Volume et coût du combustible:

Année.	Tonnes.	Coût.
		$
1915	6,903,418	20,889,055
1916	8,995,123	27,961,186
1917	10,130,799	36,784,642
1918	10,173,344	52,630,430
1919	9,451,018	52,214,897

Analyse du combustible consommé en 1919:

Catégorie de locomotives	Houille.		Bois.	Autre combustible.		Total.	Milles parcourus.
	Anthracite.	Bitumineuse.		Pétrole.	Charbon de bois.		
	tonnes.	tonnes	cordes.	gallons.	boiss.	tonnes.	
À trains de marchandises	856	5,011,110	23,324	26,508,074	47,029	5,185,560	60,615,563
" voyageurs	....	1,994,725	8,813	14,537,474	39,453	2,088,087	42,333,309
Mixtes	3,049	488,598	2,647	1,061,712	4,665	499,467	8,591,046
De manœuvre	....	1,320,820	6,457	3,379,764	18,098	1,345,598	24,006,047
Spéciales	525	321,340	1,917	1,543,745	3,485	332,306	5,705,491
Total	4,430	9,136,593	43,158	47,030,769	112,730	9,451,018	141,251,456

Consommation de combustible, par locomotive et par 100 milles:

Catégorie de locomotives.	Combustible consommé par une locomotive en 100 milles.				
	1915.	1916.	1917.	1918.	1919.
	tonnes.	tonnes.	tonnes.	tonnes.	tonnes.
À trains de marchandises	7·63	7·93	8·23	9·15	8·55
" voyageurs	4·85	4·59	4·83	5·12	4·93
Mixtes	5·01	5·54	6·09	5·64	5·81
De manœuvres	4·29	4·47	5·13	5·09	5·60
De construction ou spéciales	2·49	6·15	2·18	6·03	5·82

Coût par locomotive et par 100 milles:

Catégorie de locomotives.	Coût du combustible par locomotive sur 100 milles.				
	1915.	1916.	1917.	1918.	1919.
	$	$	$	$	$
A trains de marchandises	23·04	24·66	29·87	47·30	47·22
" voyageurs	14·64	14·27	17·53	26·47	27·22
Mixtes	15·13	17·22	22·10	29·15	32·09
De manœuvres	12·95	13·90	18·62	31·17	30·94
De construction ou spéciales	7·51	19·12	7·91	....	32·15

Accidents aux passages à niveau.

Accidents aux passages à niveau:

Accidents aux passages à niveau.	Tués.					Blessés.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Urbains	30	26	29	40	32	68	68	88	76	79
Ruraux	36	41	29	33	30	44	30	56	56	79
Total	66	67	58	73	62	112	98	144	132	158

Passages à niveau.

Passages à niveau protégés et non protégés:

Année.	Passages protégés.		Passages non protégés.	
	Urbains.	Ruraux.	Urbains.	Ruraux.
1909	587	492	1,767	15,426
1910	630	557	1,902	16,923
1911	692	661	2,026	16,655
1912	788	680	3,039	17,268
1913	844	827	2,658	18,681
1914	894	823	3,493	20,642
1915	948	1,032	2,759	20,105
1916	1,003	1,090	2,867	21,265
1917	987	1,085	3,886	23,379
1918	1,028	1,049	3,832	20,985
1919	1,087	1,079	2,908	21,111

Le relevé des accidents dus à la mise en mouvement des trains pour les années 1915 à 1919 est ainsi qu'il suit:

Années.	Tués.	Blessés.
1915	366	1,578
1916	437	2,058
1917	419	2,682
1918	383	2,549
1919	359	2,546

ACCIDENTS.

1919.	Mouvement des trains.		Autrement.	
	Tués.	Blessés.	Tués.	Blessés.
Voyageurs	34	296	2	22
Employés	151	1,860	23	3,572
Personnes empiétant sur les voies	112	133	....	....
Autres personnes (sans empiétement)	60	177	....	....
Courriers postaux et autres	2	80	2	22
Total	359	2,546	27	3,616

—	Tués par les trains en mouvement.					Blessés par les trains en mouvement.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Voyageurs	17	20	24	32	34	304	291	410	322	296
Employés	102	149	177	154	151	946	1,455	1,909	1,868	1,860
Personnes empiétant sur les voies	168	191	150	129	112	147	141	124	140	133
Autres personnes (sans empiétement)	73	77	64	64	60	167	158	193	173	177
Courriers, postaux, etc	......	......	4	4	2	14	13	46	46	80
Total	360	437	419	383	359	1,578	2,058	2,682	2,549	2,546

Accidents aux voyageurs:

Causes des accidents aux voyageurs.	Tués.					Blessés.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Collisions	1	3	6	13	2	90	68	88	104	25
Déraillements	......	2	......	......	......	53	58	129	69	130
Ruptures des trains	......	......	......	......	......	2	4	7	13	1
Chutes en bas des trains, etc	7	3	5	4	3	30	35	33	34	31
En sautant à bas ou sur les wagons	4	7	7	8	11	62	51	56	38	43
Frappés aux haltes	......	......	......	1	......	1	1	1	1	2
" gares et stations	2	4	1	1	2	3	4	14	4	2
" à d'autres points	1	......	2	1	1	4	1	1	1	3
Autres causes	2	1	3	4	15	59	69	81	58	59
Total	17	20	24	32	34	304	291	410	322	296

ACCIDENTS.

Accidents au personnel:

Causes des accidents au personnel.	Tués.					Blessés.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Accouplement ou découplement	9	12	16	9	11	78	135	187	182	172
Collisions	11	44	15	20	16	74	98	137	80	133
Déraillements	9	12	13	12	18	53	104	72	92	144
Ruptures des trains	1	......	......	2	......	10	34	43	19	34
Bris des locomotives ou wagons	1	—..	1	......	3	17	13	30	27	39
Chutes en bas des trains ou wagons	17	23	30	12	24	182	244	311	293	286
En sautant pendant la marche	3	4	12	14	3	120	174	233	239	240
Frappés par les trains, etc.	44	40	75	62	49	70	132	115	154	126
Heurt des tunnels et ponts	1	1	4	3	5	28	27	32	35	33
Autres causes	6	13	11	20	22	314	494	749	747	653
Total	102	149	177	154	151	946	1,455	1,909	1,868	1,860

Catégories d'employés:

Victimes.	Tués.					Blessés.				
	1915.	1916.	1917.	1918.	1919.	1915.	1916.	1917.	1918.	1919.
Employés sur les trains	50	83	102	67	77	628	989	1,439	1,372	1,369
" sur les voies	24	45	39	47	50	95	176	135	175	201
Aiguilleurs, etc	9	6	4	6	7	26	33	34	20	37
Employés des gares et stations		2	6		6	13	30	28	14	31
Employés des ateliers	6	4	10	13	5	59	51	93	98	94
" du télégraphe	......	......	......	2	1	3	7	7	11	23
Autres employés	13	9	16	18	5	122	169	173	178	105
Total	102	149	177	154	151	946	1,455	1,909	1,868	1,860

Accidents provenant de causes autres que la circulation des trains:

Victimes.	Tués.				Blessés.			
	1916.	1917.	1918.	1919.	1916.	1917.	1918.	1919.
Voyageurs	....	....	....	2	18	22	22	22
Employés sur les voies, etc	8	8	6	6	520	653	798	970
" des gares et stations	....	....	3	3	237	371	434	428
" des ateliers	1	7	4	8	1,184	952	1,188	1,449
Autres employés	16	17	11	6	936	711	1,064	725
Autres personnes	6	1	3	2	25	38	34	22
Total	31	33	27	27	2,920	2,747	3,540	3,616

Modes de protection des passages à niveau.	1916.		1917.		1918.		1919.	
	Ruraux.	Urbains.	Ruraux.	Urbains.	Ruraux.	Urbains.	Ruraux.	Urbains.
Par des barrières.	88	189	59	202	43	224	46	240
Par des ponts......	312	208	301	190	295	195	303	201
Par des passages sous voie........	407	290	429	293	399	301	419	307
Par des cloches...	259	187	271	187	272	190	287	219
Par des signaleurs.	24	129	25	115	40	118	24	120
Total.....	1,090	1,003	1,085	987	1,049	1,028	1,079	1,087

CONSOMMATION DES TRAVERSES DE VOIE FERRÉE.

(Sans y comprendre les constructions de voies nouvelles).

Essences.	Nombre de traverses.				Coût des traverses.			
	1916.	1917.	1918.	1919.	1916.	1917.	1918.	1919.
					$	$	$	$ c.
Cèdre...........	834,276	631,673	610,158	1,259,841	392,569	293,689	381,377	997,092 16
Chêne...........	364,372	460,903	686,886	907,142	259,334	334,210	592,747	929,097 63
Pruche...........	157,781	197,118	304,103	1,360,533	57,199	73,281	137,211	942,021 71
Epinette.........	98,857	196,087	88,482	893,864	22,922	54,633	28,645	631,967 59
Sapin...........	58,342	62,483	63,678	267,858	22,689	23,220	25,903	165,735 77
Tamarac.........	245,790	813,697	180,269	1,091,836	97,886	379,608	102,526	843,442 70
Pin.............	368,347	1,309,852	1,849,615	3,124,427	182,610	634,373	995,596	2,448,147 80
Marronnier......	46,170	134,087	36,477	58,241	26,269	76,788	24,724	52,135 47
Bois tendre......	22,425	11,457	....	9,492	7,843	5,338	....	7,878 36
Bois franc........	14,888	10,776	....	9,748	13,480	2,694	....	7,642 94
Bois traité......	3,084,234	3,106,636	2,732,598	728,485	1,631,069	1,624,436	1,471,266	590,280 21
Non classifié....	1,090,892	1,918,092	1,233,655	2,144,906	480,602	865,854	941,317	754,076 65
Total.......	6,386,464	8,852,861	7,785,831	11,856,373	3,194,472	4,368,124	4,701,312	9,369,519 35

Coût moyen des traverses:

Essences.	Moyenne du coût par traverse.			
	1916.	1917.	1918.	1919.
	c.	c.	c.	c.
Cèdre..	47·0	46·4	62·5	79·2
Chêne..	71·1	72·4	86·3	102·0
Pruche..	36·2	37·1	45·1	69·2
Epinette..	20·3	22·2	32·4	70·7
Sapin..	38·8	37·1	40·6	61·8
Tamarac..	35·7	46·6	56·8	77·2
Pin..	49·5	48·4	54·0	78·3
Marronnier..	56·8	57·2	67·7	90·0
Bois tendre..	34·9	46·6	....	83·0
Bois franc..	90·0	25·0	....	78·4
Bois traité..	52·8	52·2	53·8	81·0
Non classifié..	44·0	45·1	76·3	81·7
Total..	50·8	49·3	60·3	79·0

TRAMWAYS ÉLECTRIQUES.

LONGUEUR DES RÉSEAUX.

Longueur des voies uniques:

1910	1,047·07	1915	1,590·29
1911	1,223·73	1916	1,724·71
1912	1,308·17	1917	1,743·54
1913	1,356·63	1918	1,616·36
1914	1,560·82	1919	1,696·52

Analyse des voies:

Longueur des différentes voies.	1915.	1916.	1917.	1918.	1919.
	milles.	milles.	milles.	milles.	milles.
Voie principale	1,590·29	1,730·73	1,743·54	1,616·36	1,696·52
Seconde voie principale	348·88	276·52	345·72	453·11	482·36
Longueur totale de la voie principale	1,939·17	2,007·25	2,089·26	2,069·47	2,178·88
Voies de garages et Y	163·78	184·79	188·70	206·57	220·92
Total des voies, mises bout à bout	2,102·95	2,192·04	2,277·96	2,276·04	2,399·80

Le tableau 1, qui fait suite à celui consacré aux chemins de fer à vapeur donne plus de détails au sujet des voies.

Actions émises et dette consolidée:

Année.	Actions émises.	Dette consolidée.	Total.
	$	$	$
1910	58,653,826	43,391,153	102,044,979
1911	62,251,203	49,281,144	111,532,347
1912	70,829,118	52,012,828	122,841,946
1913	62,079,767	79,155,864	141,235,631
1914	66,311,098	81,284,244	147,595,342
1915	66,696,675	83,647,327	150,344,002
1916	67,738,275	87,157,309	154,895,584
1917	70,606,520	90,628,219	161,234,793
1918	73,864,820	93,388,273	167,253,093
1919	93,042,368	78,852,188	171,894,556

On trouvera de plus amples détails dans le tableau 2. Ajoutons, toutefois, que les chiffres ci-dessus ne comprennent pas une somme de $493,346, montant des subventions en espèces accordées aux compagnies de tramways électriques par les gouvernements et municipalités.

COMPTE DES REVENUS.

Recettes et revenus:	1918.		1919.	
Recettes brutes de l'exploitation	$24,299,889 69		$35,696,532 34	
Dépenses d'exploitation	17,535,974 63		26,839,070 77	
Revenu net de l'exploitation		$ 6,763,915 06		$ 8,857,461 57
Revenus divers		$ 2,311,176 60		$ 2,723,510 02
Total de l'ensemble des revenus		$ 9,075,091 66		11,580,971 59
A déduire des revenus:				
Taxes	$ 2,122,618 84		$ 2,504,295 36	
Intérêt sur la dette consolidée	2,784,848 84		2,919,543 07	
" flottante	978,874 63		913,036 55	
Autres déductions	263,731 90		3,777,550 88	
Total déductions		6,150,074 21		10,114,425 86
Revenu net		$ 2,925,017 45		$ 1,466,545 73
A déduire du revenu net:				
Réserve, etc	$ 1,466,339 35		$ 1,394,921 52	
Dividendes	1,671,358 93		1,508,716 00	
Total		$ 3,137,698 28		$ 2,903,637 52
Déficit		$ 212,680 83		$ 1,437,091 79

RECETTES ET DÉPENSES D'EXPLOITATION.

Recettes brutes	$35,696,532 34
Dépenses d'exploitation	26,839,070 77

La relation des dépenses d'exploitation aux recettes brutes fut 75.18.

Analyse des recettes brutes:

—— .	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.
Recettes de la circulation:				
Transport des voyageurs	18,937,723 86	27,621,582 36	21,943,644 04	32,836,609 79
" des marchandises	1,218,763 88	1,547,919 60	1,575,408 57	2,045,303 31
Poste et messagerie	112,309 43	132,401 46	129,317 96	163,703 74
Autres transports	134,359 96	464,402 18	139,104 86	105,548 39
	20,402,761 13	29,766,305 60	23,787,475 43	35,151,165 23
Recettes diverses:				
Publicité	89,198 97	89,972 70	97,014 12	131,764 48
Loyer de terrains et bâtiments	24,608 34	30,942 29	29,581 32	35,702 75
Loyer des voies	19,450 83	22,100 97	17,709 99	21,656 55
Loyer du matériel	21,358 86	24,776 64	27,216 23	17,972 56
Vente de force motrice	59,325 27	80,265 22	98,826 52	88,984 41
Autres recettes diverses	189,816 10	223,300 12	242,066 08	249,286 36
Total des recettes diverses	403,758 47	471,357 94	512,414 26	545,367 11
Recettes brutes en bloc	6,609,765 00	....	....	....
Recettes brutes de l'exploitation	27,416,284 60	30,237,663 54	24,299,889 69	35,696,532 34

RECETTES BRUTES.

Année.	Recettes brutes.	Année.	Recettes brutes.
	$		$
1910	17,100 789	1915	26,922,900
1911	20,356,952	1916	27,416,285
1912	23,499,250	1917	30,237,664
1913	28,216,111	1918	24,299,890
1914	29,691,007	1919	35,696,532

RECETTES PROVENANT DES TRANSPORTS.

Année.	Voyageurs.	Marchandises.	Poste, etc.	Autres.	Total.
	$	$	$	$	$
1910	16,125,945	575,537	68,604	51,241	16,821,377
1911	19,130,376	744,179	88,233	100,930	20,063,719
1912	22,007,750	1,025,372	78,819	67,022	23,499,250
1913	*19,794,400	1,211,871	72,516	85,793	21,164,580
1914	*21,181,328	1,123,910	84,515	105,162	22,494,915
1915	*18,879,689	982,041	79,696	82,672	20,024,099
1916	*18,937,328	1,218,764	112,309	134,360	20,402,761
1917	27,621,582	1,547,920	132,402	464,402	29,766,306
1918	*21,943,644	1,575,408	129,318	139,105	23,787,475
1919	32,836,610	2,045,303	163,704	105,548	35,151,165

On trouvera dans les tableaux 4 et 5 les détails relatifs aux recettes brutes et aux dépenses d'exploitation.

DÉPENSES D'EXPLOITATION.

Dépenses d'exploitation.	1916.	1917.	1918.	1919.
	$ c.	$ c.	$ c.	$ c.
Entretien des voies et structures	984,627 53	1,209,900 62	1,684,561 97	2,792,258 13
" du matériel	1,386,227 87	1,646,611 02	2,204,875 57	3,868,378 71
Exploitation des usines de force motrice	2,921,725 58	3,012,809 71	3,083,383 47	4,435,063 96
Circulation des tramways	6,929,133 37	7,581,389 37	7,810,063 13	11,801,071 50
Frais généraux et trafic	2,171,138 30	2,046,151 79	2,753,090 49	3,942,298 47
Total	†18,099,905 65	‡20,098,634 35	17,535,974 63	26,839,070 77

Entretien des voies et structures:

	1918.	1919.
Direction	$ 74,612 54	$ 81,081 12
Ballast	9,855 82	17,620 57
Traverses	64,299 34	105,384 32
Rails	35,177 57	46,770 12
Plaques d'accouplement, etc., des rails	23,415 69	77,267 62
Travaux spéciaux	40,831 84	78,063 07
Constructions souterraines	3,258 29	4,035 36
Main-d'oeuvre, travail sur les voies	465,902 51	857,064 43
Pavage	34,233 30	75,228 95
Dépenses diverses relatives aux voies	178,793 06	229,949 19
Nettoyage et sablage des voies	75,282 93	164,242 27
Enlèvement de la neige, etc	245,523 10	362,621 13
Tunnels	329 92	38· 22
Structures élevées, etc	24	....
Ponts, ponceaux et pontons	26,793 07	38,987 26
Passages à niveau, clôtures, etc	13,790 40	21,766 18
Signaux et disques	17,806 61	9,479 77
Téléphone et télégraphe	6,178 72	8,232 72
Autres dépenses diverses relatives aux voies	30,471 02	33,817 80
Poteaux et supports	9,334 59	16,804 33
Réseau de transmission	74,016 11	63,244 53
Réseau de distribution	151,287 97	203,302 13
Dépenses diverses relatives aux lignes	47,688 76	158,215 57
Bâtiments et structures	60,386 41	146,274 78
Autres opérations—Dr	5,416 05	1,766 62
" —Cr	10,123 89	....

---

*Non compris les recettes encaissées par le Cie des Tramways de Montréal.

†La source des dépenses n'est pas indiquée pour $3,707,053.00.

‡ " " " $4,601,771.84.

Matériel:

	1918.	1919.
Direction	$ 77,947 48	$ 92,124 02
Machinerie des usines centrales	23,915 55	102,077 69
Machinerie des sous-stations	34,215 60	55,410 54
Voitures à voyageurs et mixtes	877,394 01	1,619,653 81
“ marchandises, messagerie et poste	34,929 43	97,087 61
Locomotives	23,983 50	23,328 18
Wagons de service	119,473 12	23,275 20
Installation électrique des voitures	767,724 91	1,191,518 12
“ “ locomotives	36,860 80	58,349 88
Machinerie et outillage des ateliers	19,670 27	25,384 09
Dépenses relatives aux ateliers	91,539 94	164,278 11
Chevaux et véhicules	38,435 72	50,666 60
Autres dépenses diverses	37,545 22	347,180 43
Autres opérations—Dr	21,075 02	18,044 43
“ —Cr	735 00	....

Trafic:

Direction et sollicitation	$ 18,848 24	$ 24,906 81
Publicité	35,200 97	48,710 68
Dépenses diverses	22,317 75	19,594 66

Force motrice:

Direction	$ 488,040 77	$ 699,336 13
Personnel des usines centrales	102,564 45	242,074 56
“ sous stations	102,924 83	122,740 20
Combustible pour la production de la force motrice	185,053 13	413,136 58
Eau “ “ “	3,277 37	8,453 25
Lubrifiants	3,502 55	9,326 88
Dépenses diverses	26,890 59	44,693 93
Approvisionnement des sous-stations, etc	88,108 85	108,878 96
Achat de force motrice	2,551,789 56	3,497,754 84
Autres opérations—Dr	61,819 22	41,782 91
“ —Cr	42,547 08	53,778 15

Circulation des tramways:

Conducteurs, wattmen, etc., des voitures à voyageurs	$ 6,026,371 24	$ 9,082,786 27
“ “ “ marchandises	208,746 86	338,643 95
Divers autres employés à la circulation	162,055 39	210,171 36
Dépenses diverses concernant les voitures	402,296 69	672,430 80
Personnel des stations	236,944 08	304,352 04
Dépenses des stations	56,357 09	74,770 69
Personnel des remises à voitures	449,385 11	667,625 27
Dépenses des remises	107,339 69	201,277 17
Signaux et disques	41,966 89	74,255 92
Téléphone et télégraphe	10,519 71	10,042 05
Livraison des marchandises et colis	36,365 14	79,356 47
Pertes et dommages	5,719 05	34,730 59
Autres dépenses relatives aux transports	65,796 19	50,628 92

Frais généraux:

Hauts fonctionnaires	$ 307,430 78	$ 387,986 46
Personnel des bureaux	437,942 40	576,248 03
Dépenses des bureaux	72,852 51	84,488 13
Frais de justice et honoraires d'avocats	56,501 42	72,540 99
Caisses de secours et de retraite	3 82	20,094 41
Divers	271,371 45	448,187 91
Autres opérations—Dr	43,820 32	67,039 00
“ —Cr	105 59	....

Dépenses non classifiées:

Indemnités pour accidents	$ 301,979 18	$ 531,332 69
Assurance	263,399 45	355,571 92
Papeterie et impression	60,587 15	95,763 57
Dépenses des magasins	52,763 49	113,406 24
“ écuries	35,146 27	41,102 55
Loyer de voies	147,538 62	154,530 77
“ matériel	135,451 49	200,857 52

Résumé des dépenses, par services:

Voies et structures	$ 1,684,561 97	$ 2,792,258 13
Matériel	2,204,875 57	3,868,378 71
Trafic	76,366 96	93,212 15
Circulation—direction	488,040 77	699,336 13
" —force motrice	3,083,383 47	4,435,063 96
" —voitures	7,810,063 13	11,801,071 50
Frais généraux	1,191,817 11	1,657,184 93
Dépenses non classifiées	996,865 65	1,492,565 26
Total	$17,535,974 63	$26,839,070 77

En 1919, il a été transporté 686,124,263 voyageurs payants. La même année, les marchandises transportées formaient un volume de 2,474,892 tonnes, au lieu de 2,497,530 tonnes en 1918.

Circulation des voyageurs:

1910	360,964,876
1911	426,296,792
1912	488,865,682
1913	597,863,801
1914	614,709,819
1915	562,302,373
1916	580,094,167
1917	629,441,997
1918	487,365,456
1919	686,124,263

Circulation des voitures de tramways:

Parcours accompli—	milles.
Voitures à voyageurs	103,998,809
Autres voitures	2,962,798
Total	106,961,607

MATÉRIEL ROULANT EN SERVICE.

Nomenclature du matériel roulant.	1915.	1916.	1917.	1918.	1919.
Voitures à voyageurs, fermées	2,447	1,986	2,041	2,061	3,077
Voitures à voyageurs, ouvertes	824	513	447	387	538
Voitures à voyageurs, mixtes	792	765	628	618	725
Voitures, marchandises	693	658	621	703	726
Voitures, poste, messagerie et bagages	40	42	49	39	41
Voitures marchandises, mixtes	23	13	16	15	16
Voitures du service des travaux	216	197	198	186	208
Charrues à neige	58	45	48	52	60
Balayeuses	127	102	99	91	135
Diverses	109	121	148	162	193
Total	5,329	4,442	4,295	4,314	5,719

Tramways électriques.

PERSONNEL.

Nombre:

1915	14,795
1916	10,622
1917	11,696
1918	11,646
1919	17,242

Appointements et salaires:

1915	$10,781,199 04
1916	8,767,734 17
1917	9,451,685 31
1918	11,840,863 86
1919	17,210,851 72

Personnel.	1915.	1916.	1917.	1918.	1919.
Administration—					
Hauts fonctionnaires	132	140	148	148	173
Employés des bureaux	771	583	601	708	985
Entretien—					
Chefs de service	99	103	84	80	82
Personnel subalterne	4,121	2,008	3,112	3,007	5,253
Circulation—					
Chefs de service	144	112	125	112	118
Personnel subalterne	9,528	7,676	7,626	7,591	10,631
Total	14,795	10,622	11,696	11,646	17,242

ACCIDENTS.

Année.	Tués.				Blessés.			
	Voyageurs.	Employés.	Autres.	Total.	Voyageurs.	Employés.	Autres.	Total.
1901	3	1	11	15	158	58	98	314
1902	9	1	22	32	410	33	120	563
1903	10	17	22	39	504	62	212	778
1904	10	3	40	53	508	64	272	844
1905	30	3	23	56	862	87	347	1,296
1906	11	2	34	47	1,085	127	441	1,653
1907	27	7	37	71	988	216	532	1,736
1908	18	6	43	67	1,156	188	539	1,883
1909	11	7	50	68	1,303	218	618	2,139
1910	14	13	68	95	1,595	227	716	3,538
1911	11	8	83	102	1,784	300	586	2,670
1912	16	8	86	110	1,950	442	736	3,128
1913	17	12	44	73	1,662	392	490	2,544
1914	9	13	42	64	1,757	469	581	2,807
1915	14	6	44	64	1,554	413	638	2,605
1916	18	4	28	50	1,905	305	819	3,029
1917	11	10	42	63	1,541	395	792	2,728
1918	9	12	56	77	1,451	383	762	2,596
1919	10	37	47	94	1,600	621	1,290	3,511

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FOURTEENTH REPORT

OF THE

BOARD OF
RAILWAY COMMISSIONERS
FOR CANADA

FOR THE YEAR ENDING MARCH 31
1919

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Sir H. L. Drayton, K.C., *Chief Commissioner.*
D'Arcy Scott, *Assistant Chief Commissioner.*
Hon. W. B. Nantel, K.C., LL.D., *Deputy Chief Commissioner.*
S. J. McLean, M.A., LL.B., Ph.D., *Commissioner.*
A. S. Goodeve, *Commissioner.*
A. C. Boyce, K.C., *Commissioner.*

A. D. CARTWRIGHT,
Secretary.

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REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

To the Governor in Council:

Pursuant to the provisions of section 62 of the Railway Act, as amended by section 12 of chapter 32, 8-9 Edward VII, the Board of Railway Commissioners for Canada has the honour to submit its Fourteenth Report for the year ending March 31, 1919.

Since the submission of the Board's last report there have been no further amendments to the Railway Act, but there is before Parliament, for its approval, a Bill to consolidate and amend the Railway Act which it is expected will be dealt with during the present session of Parliament.

PUBLIC SITTINGS OF THE BOARD.

During the year covered by the period from April 1, 1918, to March 31, 1919, the Board held 66 public sittings at which 320 applications were heard. The number of public sittings held in the various provinces were as follows:—

Province—	Number.
Ontario	43
Quebec	2
Manitoba	2
Saskatchewan	4
Alberta	5
British Columbia	6
New Brunswick	2
Nova Scotia	2
Total	66

The applications heard at the above sittings of the Board cover a large variety of matters falling within its jurisdiction, from matters of private interest to matters of general public interest affecting the community at large.

FORMAL AND INFORMAL MATTERS.

The number of informal matters dealt with by the Board, in contradistinction to matters heard at its public sittings, constitutes a large percentage of the total applications and complaints dealt with by it, in other words, out of a total of 3,326 applications and complaints received and dealt with by the Board, 10 per cent was set down for formal hearing and 90 per cent was disposed of without the necessity of such hearing. The informal complaints, dealt with and settled without the necessity of a hearing, entail in many instances a considerable amount of inquiry and research on the part of the Board's officials, and cover a wide range of subjects, from complaints of a more or less trivial character to matters of general public interest affecting the community as a whole, or involving the application of some general principle respecting railway rates.

RAILWAY GRADE CROSSING FUND.

In accordance with the provisions of section 7, of 8-9 Edward VII, chapter 32, entitled an Act to amend the Railway Act, provision was made that the sum of $200,000 each year, for five consecutive years from the 1st day of April, 1909, was appropriated and set apart from the Consolidated Revenue Fund for the purpose of aiding in the providing by actual construction work of protective safety, and conveniences for the public in respect of highway crossings of the railway at rail level, in existence on the said 1st day of April, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the amending Act, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossings, the Board issued, between the 1st day of April, 1909, and the 30th March, 1919, 411 orders, providing protection at 460 crossings as follows:—

By electric bells	252
" gates	111
" subways	50
" overhead bridges	21
" diversion of highways	22
" closing of streets	5
" removal of view obstructions	3
" shelter	1
" towers	3

It will be seen by comparing the total number of crossings protected, with the Thirteenth Annual Report of the Board, that the increase for the year ending March 31, 1919, in the number of crossings protected, numbers 16, made up as follows:—

By electric bells	11
" gates	3
" overhead bridges	1
" diversion of highways	2
" closing of streets	2
" towers	1

NOTE.—Sixteen crossings and twenty protections, consequent on account of two bells being ordered at two crossings, extra tower at one crossing, and extra diversion in covering two crossings.

In connection with the granting of aid to protective works under this fund, attention is again directed to the fact that the Board has found that the limitation imposed by the Act has prevented contributions being made in as large a degree as would seem to be proper in the public interest in connection with the larger schemes for elimination of grade crossings. Such works in the larger cities will run into amounts exceeding $100,000, and occasionally as high as several million dollars, so that the limitation of $5,000 (not to be applied in any one year, to more than three crossings in any one municipality, or more than once to any one crossing), fixed by the Act, would be a mere fraction of the total amount involved.

GENERAL DECISIONS AND RULINGS OF THE BOARD.

Submitted herewith are some of the more important matters dealt with by the Board at its public sittings for the year ending March 31, 1919.

A synopsis of the principal judgments will be found under Appendix "A" to this report.

GENERAL ORDERS ISSUED BY THE BOARD.

The following is a brief summary of some of the matters dealt with under the Board's General Orders:—

Direction that the form of bill of lading issued by the Government of the United States of America for use in respect of all shipments of munitions, war materials and supplies by or on behalf of the Government or any of its contractors, be approved, and that notwithstanding the provisions of the Board's General Order No. 41, the form approved may be used by all such railway companies in regard to such shipments of munitions.

Direction that all railway companies, including the Government Railways in Canada, advance by one hour the standard time observed and used by them in the different zones in which they operate, the change to become effective at twelve o'clock Saturday evening, April 13, and to remain in force and effect until two o'clock Friday morning, October 31, 1918.

Rescission of the Board's General Order No. 11, dated July 8, 1908, and direction for the interpretation, application and operation of the Board's General Order No 230, dated May 17, 1918, in regard to (*a*) interswitching, (*b*) interchange, and dealing generally with the matter of interswitching of freight traffic by providing that the carriers shall at all times, according to their powers, furnish an interswitching service equal to the service accorded their own traffic at all points where interswitching facilities are or may be provided, under the circumstances and at the tolls prescribed in the said Order; the schedule to give effect to the Order to be published and filed and to come into effect on July 1, 1918.

Authorization by General Order No. 231, dated May 6, 1918, of conditions and specifications for the carrying of wires and cables along or across the tracks of railway companies subject to the jurisdiction of the Board, also providing for the rescission of the Board's previous General Order No. 113, dated November 5, 1913.

Direction that the minimum carload weights of tan bark, when carried in box or stock cars under special commodity tariffs, be: for cars not over 30 feet 6 inches in length, inside measurement, 21,000 pounds; for cars over 30 feet 6 inches and not over 34 feet 6 inches in length, inside measurement, 23,000 pounds; for cars over 34 feet 6 inches and not over 36 feet 6 inches in length, inside measurement, 28,000 pounds.

Direction with respect to carriers whose tariffs provide for milling, malting, storage or cleaning of Western grain in transit. That with respect to all grain originally shipped prior to March 15, 1918, or the produce thereof reshipped within six months from the stop-over point, shall be entitled to the balance of the through rate existing at the time of the original shipment of the grain under the transit tariffs applicable; also making provision with respect to all wheat originally shipped on and after the 15th day of March, 1918, and for all grain other than wheat originally shipped on and after the 15th March, 1918, under the transit tariffs applicable thereto; and providing that the charge for the terminal service at the stop-over point, also the charge for the haul, if any, out of the direct line of transit, in accordance with the tariffs applicable, shall be additional in each case.

Direction that all railway companies subject to the jurisdiction of the Board provide their agents with rubber stamps reading, "Unloaded without exception
except as noted .... —and issue a bulletin requiring their agents and
Conductor"
conductors to use the stamp referred to.

Direction in connection with subsection 3 of section 264 of the Railway Act to the effect that at least 85 per cent of the number of cars in each train shall be equipped as required thereby, and that when more than one engine is attached to the train that the engineer of the leading engine shall operate the brakes; and making sundry and other provisions with regard to light engines, locomotive engineers, conductors, telegraph or telephone operators, train despatchers: and providing that all railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association governing the loading of lumber, logs, and stone upon open cars; also making provision with regard to open drains, semaphores, signals, poles, water stand-pipes and other structures, and rescinding the Board's General Orders Nos. 22 and 65.

Provision for the protection of employees where two main line tracks parallel each other and are less than 20 feet from centre to centre.

Direction that railway companies in Canada engaged in westbound transcontinental traffic be permitted to increase their commodity rates from Eastern Canada so as to place them on at least an equality with the rates now in effect from the neighbouring states of the United States of America, such rates to become effective not earlier than the 1st August, 1918, and upon not less than five days' notice to the Board and to the shipping public.

Direction authorizing a change in Rule 1 (*c*) of the Canadian Freight Classification No. 16 so as to provide for a minimum weight for the first car in a series of platform cars.

Direction that every railway company subject to the jurisdiction of the Board be required, within six days after the head officers of the company have received information of the occurrence of an accident attended with personal injury, to give notice to the Board upon the terms set out in the order.

Direction that all railway companies subject to the Board's jurisdiction engaged in east bound transcontinental traffic be permitted to increase their commodity rates from the Pacific Coast terminals in British Columbia to destinations in Western Canada, subject as a maximum to the lowest rates now in effect from the corresponding terminals in the state of Washington on like commodities to corresponding eastern destinations.

Direction that all railway companies subject to the Board's jurisdiction be required to adopt and put into use at all grade crossings protected by watchmen during the day time, certain appliances as therein described.

Authorization of standard freight tariffs of maximum mileage tolls of certain railroads subject to the Board's jurisdiction.

Provision for the amendment of certain schedules published and filed by certain carriers increasing certain carload minimum weights to conform to Circular No. 75 of the Canadian Railway War Board, dated at Montreal, August 5, 1918.

Direction that the Canadian Pacific Railway Company supply heaters in all cars furnished for the receipt of vegetables in carloads, subject to the charges provided for in its published and filed tariff for cars so supplied and furnished; and that heaters supplied by shippers when the company is unable to comply with the provisions of the Board's Order, be returned by the railway company.

Direction amending General Train and Interlocking Rules approved by the Board's Order No. 7563, by striking out the first paragraph of Double Track Rules 35 and substituting the pragraph set out in the order.

Direction that all railway companies subject to the Board's jurisdiction operating by steam, be directed to display certain flags by day and lights by night, at certain height above rail level, as set out in the order, and that all switches leading to regular repair tracks of every railway company be locked with special locks, the keys thereof to be carried by certain responsible parties.

Direction that the specifications for mail cars, dated May 22, 1918, submitted by the Canadian Railway Mail Service Department, as amended and corrected, be approved and adopted as the standard to be used by railway companies subject to the Board's jurisdiction.

Provision for the amendment of the Board's General Order No. 205, dated August 11, 1917, by striking out paragraph (*j*) of Rule 1861 and substituting therefor provision dealing with cylinders containing acetylene gas.

Direction that the regulations with respect to railway safety appliances approved under the Board's General Order No. 102, be amended by adding a provision with regard to uncoupling levers.

MUNICIPALITY OF BUCKLAND V. CANADIAN NORTHERN RAILWAY COMPANY.

Under an agreement with the Provincial Government of Saskatchewan, a railway bridge was erected by the respondent company over the North Saskatchewan river, with a twelve-foot roadway on each side clear of the railway track, and separated from it by a fence admitted to be safe and satisfactory for the purpose. There was no provision in the agreement for protection to vehicular traffic from trains passing over the bridge. The Board refused an application by an adjoining municipality for an order, that the respondent should provide gates and watchmen at both ends of the bridge to warn the public against approaching trains, holding that the necessity for such protection was incidental to the use of the bridge as a highway.

The facts are fully set out in the judgment of Mr. Commissioner McLean, April 2, 1918, concurred in by the Assistant Chief Commissioner. 23 Can. Ry. Cas. 13.

NORTH BAY LANDOWNERS V. CANADIAN NORTHERN ONTARIO RAILWAY COMPANY.

Where streets are crossed by the construction of a railway after an agreement is entered into with the municipality specifying the manner in which such crossings are to be made, providing that by-laws are to be passed to close portions of certain streets, and for the payment of compensation by the railway company, and an order of the Board is obtained granting permission to cross the streets upon the conditions of such agreement and providing that the railway company be responsible for any compensation which property owners affected (i.e. landowners adjacent or abutting on the streets) may be legally entitled to recover under the Railway Act and the Municipal Act, and such compensation is withheld or refused to be made by the railway company, the Board has jurisdiction to determine it or refer the matter either to a member of the Board under ss. 13, amended by 7 and 8 Edw. VII, c. 62 (C.), s. 4, or to a person appointed by the Board under s. 60 for inquiry and report, and the previous order of the Board granting permission to carry the railway across the streets should be amended accordingly. Subsequently a by-law was passed, closing the portions of such streets and an amending order became necessary.

See ss. 29 and 235, amended by 1 and 2 Geo. V, c. 22, s. 6; Holditch v. Canadian Northern Ontario Ry. Co. (1916), 1 A.C. 536, at p. 543, 20 Can. Ry. Cas. 101; Brant v. Canadian Pacific Ry. Co., 36 O.L.R. 619, 20 Can. Ry. Cas. 268, followed. Canadian Northern Ontario Ry. Co. v. Town of North Bay, 18 Can. Ry. Cas. 309, reversed.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, April 24, 1918, concurred in by the Assistant Chief Commissioner and Mr. Commissioner McLean, 23 Can. Ry Cas. 35.

TOLLS—COMPETITION.—STERNE & SONS V. CANADIAN FREIGHT ASSOCIATION.

The respondent is justified in increasing the toll charged, through misapprehension, on asbestos cement in a plastic form, where it is in competition with stove putty used for the same purpose.

The application was for an order directing the respondent to accept and carry asbestos cement at the tolls provided for in item 3, p. 95, Canadian Freight Classification No. 16.

The facts are fully set out in the reasons for judgment of Deputy Chief Commissioner Nantel, dated May 31, 1918, concurred in by Commissioners McLean and Goodeve. 23 Can. Ry. Cas. 171.

LEMIEUX V. BELL TELEPHONE COMPANY.

It is unjust discrimination for a public utility company, whose tolls should be equalized according to the services rendered, to charge double the toll at the attended station for local calls compared with the toll at the coin-box booth, both being public telephones. The Board ordered the respondent to equalize its tolls for local calls by fixing a toll for local messages on a "two-number basis" from public telephones inside the base toll area at five cents, and outside thereof at ten cents.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, June 4, 1918, concurred in by the Chief Commissioner, Deputy Chief Commissioner and Mr. Commissioner McLean. 23 Can. Ry. Cas. 141.

CRUSHED STONE, LIMITED, AND HENDERSON FARMERS' LIME AND PHOSPHATE COMPANY V. GRAND TRUNK RAILWAY COMPANY.

The jurisdiction of the Board as to tolls concerns only their reasonableness; no matter how much the development of an industry may be in the public interest, the Board is not authorized to be an arbiter of industrial or public policy and cannot strike a low toll basis, independent of its reasonableness, but carriers may in their discretion install development tolls.

British Columbia News Co. v. Express Traffic Association, 13 Can. Ry. Cas. 178; Massiah v. Canadian Pacific Ry. Co., 17 Can. Ry. Cas. 88, at p. 90; Western Retail Lumbermen's Association v. Canadian Pacific, Canadian Northern and Grand Trunk Pacific Ry. Cos., 20 Can. Ry. Cas. 155, at p. 158, followed.

Comparing the commodity mileage scale on agricultural limestone with the special commodity tolls on crushed stone, and taking into consideration that the volume of traffic of agricultural limestone to large consuming points is not comparable with crushed stone, and that the latter commodity has been granted low commodity tolls by the carriers in their discretion, it has not been established that the existing toll basis is unreasonable.

Provincial Stone and Supply Co. v. Grand Trunk Ry. Co., 22 Can. Ry. Cas. 411, at p. 413, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, June 18, 1918, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Goodeve. 23 Can. Ry. Cas. 132.

SIDNEY BOARD OF TRADE V. GREAT NORTHERN RAILWAY COMPANY.

Under s. 315 (5) where traffic moves under substantially similar circumstances and conditions, carriers are justified in charging lower tolls to Victoria, B.C., an ocean terminal point, for the longer haul than for the shorter haul to Sidney, B.C., an intermediate point, where Victoria is, and Sidney is not, subject to competition.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated June 26, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 173.

RESIDENTS OF MASSETT V. GRAND TRUNK PACIFIC STEAMSHIP COMPANY.

The Board has no jurisdiction to deal with a tariff of tolls for water borne traffic between local ports, no part of such traffic being attributable to railway traffic.

> Dawson Board of Trade v. White Pass and Yukon Ry. Co., 9 Can. Ry. Cas. 190, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, June 26, 1918, concurred in by the Assistant Chief Commissioner. 23 Can. Ry. Cas. 121.

ALBERTA UNITED FARMERS V. CANADIAN PACIFIC RAILWAY COMPANY.

Under section 245 the Board has no jurisdiction to direct railway companies to bear the cost of installation and maintenance of telephones in their stations, but it has jurisdiction to direct them to permit municipalities or corporations carrying on a telephone business to instal instruments without charge to the railway companies in their stations.

> Peoples and Caledon Telephone Cos. v. Grand Trunk and Canadian Pacific Ry. Cos., 9 Can. Ry. Cas. 161; Province of Manitoba v. Canadian Pacific Ry. Co., 21 Can. Ry. Cas. 445, followed.

The facts are fully set out in the judgment of the Assistant Chief Commisioner, June 27, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 104.

TOLLS—DELIVERY.—GRAIN GROWERS' B.C. AGENCY V. CANADIAN NORTHERN RAILWAY CO.

A carrier is bound to have a place of delivery for traffic destined to a point to which it has quoted a tariff of tolls free from the imposition of a switching toll on shipper or consignee, therefore, an order may go permitting the respondent to refund the moneys it has collected under their switching conditions at the point in question.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated June 27, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 169.

ABREY V. CANADIAN PACIFIC RY. CO.

Under section 254 the respondent is only obliged to maintain right-of-way fences turned into the track at each end of the bridge over the Souris river, a stream on which timber may be floated; therefore, under section 230 the respondent is prohibited from placing fences, which would amount to an obstruction, across the river.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 4, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 17.

CITY OF VANCOUVER V. VANCOUVER, VICTORIA AND EASTERN RAILWAY AND NAVIGATION COMPANY.

In a case of dispute between a municipality and a railway company over the cost of a bridge carrying a highway over a railway, of which each pays a certain proportion, where owing to the length and intricacy of the accounts it is impossible for the Board in the exercise of its jurisdiction to decide the questions at issue at an ordinary hearing, the matter was referred to a referee under section 60 to take the accounts and report to the Board what amount (if any) is due by one party to the other, the reference being at the applicant's risk as to costs.

North Bay Landowners v. Canadian Northern Railway Company. 22 Can. Ry. Cas. 35.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, July 9, 1918, concurred in by the Assistant Chief Commissioner. 23 Can. Ry. Cas. 123.

MCKENZIE V. CANADIAN PACIFIC AND CANADIAN NORTHERN RAILWAY COMPANIES.

Carriers will not be ordered to supply special doors for box cars, used to carry sand or gravel, as in the case of grain shipments, the circumstances and conditions (see section 317) of sand and gravel traffic being dissimilar to those of grain traffic.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 9, 1918, concurred in by Mr. Commisioner Boyce. 23 Can. Ry. Cas. 99.

BRANDON SHIPPERS V. CANADIAN PACIFIC AND GRAND TRUNK PACIFIC RAILWAY COMPANIES.

An interchange track between the lines of the Canadian Pacific Railway Company and a branch line of the Grand Trunk Pacific Railway Company was ordered by the Board to be constructed at Forest, ten miles from Brandon, at the expense of the Grand Trunk Pacific Railway Company in order to give Brandon a connection with the latter railway.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 9, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 28.

BIENFAIT COMMERCIAL COMPANY V. CANADIAN PACIFIC RAILWAY COMPANY.

Where an industrial spur is built in the interests of commerce at the expense of the industry to be served, the entire cost both of construction and maintenance should be borne by such industry.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 10, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 62.

MONTREAL AND SOUTHERN COUNTIES RAILWAY COMPANY V. TOWNS OF GREENFIELD PARK, ET AL.

Agreements between municipalities and a railway company do not oust the jurisdiction of the Dominion Parliament and the Board in their administration of the Railway Act and in the fixing of tolls. Inasmuch as the agreements in question have not been validated by legislation and submitted to or approved by the Board, and in view of the greatly increased costs of transportation, the Board finds the increased tolls desired by the applicant to be just and reasonable.

In re Increase in Passenger and Freight Tolls (Increase in Rate Case), 22 Can. Ry Cas. 49, Lyons Fuel and Supply Co. v. Algoma Central Ry. Co., 23 Can. Ry. Cas. 146, followed.

The facts are fully set out in the judgment of the Chief Commissioner, July 10, 1918, concurred in by the Deputy Chief Commissioner and Commissioner Goodeve. 23 Can. Ry. Cas. 106.

TOLLS—CARS.—PLUNKETT & SAVAGE V. CANADIAN PACIFIC RAILWAY COMPANY.

Where the toll from the point of shipment to destination provided for a heated refrigerator car, and the transportation of a messenger, a charge made by the carrier for supplying additional heaters is not covered by the tariff of tolls, is illegal, and refund should be allowed.

The application was for an order directing the respondent not to charge an additional heater toll of $22.50 per car from Minneapolis to Calgary, on five carload lots of bananas ex New Orleans.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated July 11, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 178.

CITY OF PORT ARTHUR V. CANADIAN PACIFIC AND CANADIAN NORTHERN RAILWAY COMPANIES.

Where a subway was built under railway tracks in a public park, to which the railway was senior, to give access between the portions lying north and south of the railway, of which the entire cost was borne by the municipality except the superstructure (borne by the railway company), and the municipality having given the land on which to lay tracks to serve elevators south of the railway, of which six were to be built immediately south of the railway main line, applied for a subway under such six tracks, the senior and junior rule does not apply, and the cost of the work will be divided equally between the municipality and the railway companies interested.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 12, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 89.

HAMILTON RADIAL ELECTRIC CO. V. CITY OF HAMILTON, ET AL.

Where, under the Act of Incorporation of a railway company, municipalities are given power to enter into franchise agreements and pass franchise by-laws and by special Act, 7 and 8 Edward VII, chapter 117 (G), declaring such railway to be a work for the general advantage of Canada, it was enacted that the provisions of any municipal by-law relating to the company, or agreement between it and any municipality were not to be affected, the company is bound by them, and the Board has no power to increase the tolls contrary to the terms of such agreements and by-laws.

Increase in Rates Case, 22 Can. Ry. Cas. 49, at pp. 57-60, followed.

The facts are fully set out in the judgment of the Chief Commissioner, July 12, 1918, concurred in by Mr. Commissioner Goodeve, 23 Can. Ry. Cas. 114.

TOLLS—INCREASE.—TWIN CITY COAL CO. ET AL V. CANADIAN PACIFIC, CANADIAN NORTHERN AND GRAND TRUNK PACIFIC RAILWAY COMPANIES.

In the decision of the Board in the 15 per cent Increased Rates Case, 22 Can. Ry. Cas. 49, allowing an increase on coal of 15 cents per ton, there is no separate toll for slack coal and no distinction can be made in the tolls on slack, lump, or run of the mine coal.

The application was for an order directing the respondents to reduce their tolls on slack coal to Edmonton.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated July 17, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 181.

GREAT WEST, BYERS MINE COAL COMPANIES AND EDMONTON COLLIERIES V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

Where tolls are blanketed, a too rigid adherence to a mileage basis, thereby giving a sudden break in the middle of a coal shipping area between coal mines competing with each other in a common market, is undesirable.

Galbraith Coal Co. v. Canadian Pacific Ry. Co., 10 Can. Ry. Cas. 325, followed.

The application was for an order directing the respondent to reduce the toll on coal from the Great West Spur to Edmonton.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated July 18, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 175.

BEVERLY COAL MINE AND HUMBERSTONE COAL COMPANIES V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

A spur line constructed under the provisions of section 222 does not become part of the railway from whose line it is built under the provisions of an agreement with the owner providing that the railway company furnish the rails, ties and fastenings, which remain their property, and the owner provides the right of way, even if no reference is made to such agreement in the Board's order authorizing the construction of the spur, and the Board has no jurisdiction to authorize an adjoining owner to use such spur.

Blackwoods Manitoba Brewing & Malting Co. v. Canadian Northern Ry. Co. and City of Winnipeg, 44 S.C.R. 92, 12 Can. Ry. Cas. 45; Clover Bar Coal Co. v. Humberstone, Grand Trunk Pacific Ry. and Clover Bar Sand & Gravel Cos., 45 S.C.R. 346, 13 Can. Ry. Cas. 162; Boland v. Grand Trunk Ry. Co., 18 Can. Ry. Cas. 60; Kammerer v. Canadian Pacific Ry. Co., 21 Can. Ry. Cas. 74, followed.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, July 31, 1918, the Assistant Chief Commissioner dissenting, 23 Can. Ry. Cas. 64.

APPEALS FROM DECISIONS OF THE BOARD.

For the year ending March 31, 1919, there were two appeals made to the Governor in Council, and five appeals to the Supreme Court of Canada from the decisions of the Board.

With reference to the appeals made to the Governor in Council, one appeal was that of the town of St. Lambert, in the province of Quebec, against a decision of the Board authorizing an increase in freight rates of the Montreal & Southern Counties Railway Company by 15 per cent and an increase in its standard maximum passenger rate so as not to exceed 2·875 cents a mile. The appeal was dismissed by Order in Council, P.C. 2518, on October 15, 1918.

The other appeal was that of the city of Hamilton, Ont., against certain orders of the Board authorizing the expropriation by the Toronto, Hamilton & Buffalo Railway of certain lands in the city of Hamilton for the purpose of making an extension to the Kinnear freight yards in that city. On January 30, 1919, the Governor in Council issued an order that as the circumstances under which the Board's orders were issued have been materially altered by the signing of the armistice, the matter should be referred back to the Board for reconsideration of its said orders and for any further action which under the existing conditions the Board might deem advisable.

With reference to the appeals to the Supreme Court of Canada referred to, the first was that of the Esquimalt and Nanaimo Railway Company in connection with the application of the municipal council of the city of Victoria and of the Attorney General of the province of British Columbia for a declaration by the Board as to the rights of the city to have access over the Esquimalt and Nanaimo Railway Company's bridge across a portion of the Victoria harbour, this latter application having been refused by the Board. The appeal is still pending, no action having been taken other than the service of notice of appeal to the Supreme Court.

The second appeal was that of the municipality of Burnaby from an order of the Board, dated November 19, 1918, authorizing the British Columbia Electric Railway Company to increase the commutation fares for the carrying of passengers between points on the Vancouver and Fraser Valley Railway as covered by a certain tariff, and permitting the increases covered to become effective on December 1, 1918. The appeal is still pending.

The third appeal was that of the city of Toronto, Ont., on a question of law involved, from an order of the Board dated January 31, 1919, authorizing the Toronto

Terminals Railway Company to lay and maintain conduits across certain streets in the city of Toronto subject to certain conditions set forth in the Board's order. The appeal is still pending.

The fourth appeal was that of Mr. F. W. Wegenast, of the town of Brampton, Ont., on a question of law, against judgment of the Board dismissing his application for an order directing the Grand Trunk Railway Company to issue to him a fifty-five trip ticket for use between Brampton and Toronto similar to those in use between Oakville and Toronto, and at the same rate. The appeal is still pending.

The fifth appeal was that of the Ottawa Electric Railway Company, on a question of jurisdiction, from certain orders of the Board disallowing the company's proposed increase in passenger rates. The appeal is still pending.

A list of the appeals from the Board's decisions to the Supreme Court of Canada, since its inception, will be found under Appendix "E" of this report.

ORDERS, GENERAL ORDERS AND CIRCULARS.

The total number of orders issued for the year ending March 31, 1919, was 1,100. The number of general circulars issued by the Board, directed to all railway companies subject to its jurisdiction, for the year was 16. The general orders as distinguished from other orders issued by the Board, are those affecting all railway companies subject to the Board's jurisdiction. It will be noted that the number of general orders issued by the Board for the year ending March 31, 1919, was 38, as compared with 22 for the previous year.

A list of the general orders and circulars for the year ending March 31, 1919, will be found compiled under Appendix "F" to this report.

JUDGMENTS OF THE BOARD.

A summary of the principal Judgments of the Board delivered between the 1st of April, 1918, and the 31st of March, 1919, will be found under Appendix "A."

APPLICATIONS TO THE BOARD.

The total number of applications, including informal complaints made to the Board, for the year ending March 31, 1919, was 3,326.

TRAFFIC DEPARTMENT OF THE BOARD.

In the Traffic Department of the Board the number of tariffs received and filed for the year ending March 31, 1919, was as follows:—

Freight tariffs including supplements..	27,570
Passenger tariffs including supplements..	15,701
Express tariffs including supplements..	8,878
Telephone tariffs including supplements..	3,600
Sleeping and parlour car tariffs including supplements..	199
Telegraph tariffs and supplements..	19

This makes a total of 56,967 for the year, as compared with a previous total for the year ending March 31, 1918, of 64,056. The total number of tariffs filed from February 1, 1904, to March 31, 1919, was 840,623.

The details in regard to the tariffs will be found under Appendix "B" to this report.

ENGINEERING DEPARTMENT OF THE BOARD.

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending March 31, 1919, number 179, and cover inspections for the opening of railways for the carriage of traffic, pursuant to the requirements of section 261 of the Railway Act, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department of the Board.

OPERATING DEPARTMENT OF THE BOARD.

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station service performed by the railway companies.

Under Appendix " C " will be found a full and detailed report of the Chief Operating Officer of the Board.

ACCIDENTS AND ACCIDENT INVESTIGATIONS.

On reference to the report of the Board's Chief Operating Officer it will be noted from the comparative statement given of killed and injured that the number of accidents among passengers carried and employees, as compared with the year 1917-18, shows a decrease with regard to the number of killed, and a small decrease with regard to the number injured. It might also be noted here that the previous year of 1916-17 showed a marked decrease in regard to the number killed.

With regard to trespassers on the railway, there is a decrease in the number killed, the number killed during the year 1917-18 being 93 as compared with 77 for the year 1918-19. The number injured shows, on the contrary, a marked increase, being 102 in 1918-19 as compared with 64 in the year 1917-18.

The number of passengers killed and injured for the year ending the 31st March, 1919, was 230, a decrease of 134. The total number of employees killed and injured for the year 1918-19 was 1,461, an increase of 104 as compared with the year 1917-18. It will be noted, however, in this connection that the number of employees killed showed a decrease of 20 for the year 1918-19 as compared with the previous year. In this connection it will be noted by reference to the table given below that the total number of passengers carried on railways shows a decided decrease and the number of employees with railways also shows a marked decrease, and these facts must be taken in connection with the 1,691 in the total number of killed and injured.

Attention is again directed to the comparative statements (numbers 14 and 15) of the Chief Operating Officer setting forth in detail the situation as affecting highway crossing accidents during the years 1915 to 1919 inclusive. It will be observed on reference thereto that there has been a total of 632 accidents, covering 260 persons killed and 613 persons injured. There have been 161 accidents at protected crossings, covering 68 persons killed and 156 persons injured, and at unprotected crossings there have been 471 accidents, covering 192 persons killed and 457 persons injured.

In the year 1918-19 there were 142 highway crossing accidents, covering 41 killed and 162 injured. At protected crossings there were accidents numbering 44 in which 14 persons were killed and 47 injured. Unprotected crossings accounted for 98 accidents with 27 persons killed and 115 injured. Included in the above figures are automobile accidents to the number of 66, covering 18 persons killed and 102 injured.

Unprotected crossings accounted for 49 accidents wherein 11 persons were killed and 78 injured. Protected crossings accounted for 17 accidents with 7 persons killed and 24 injured. While these figures show an increase over the automobile accidents for the year 1917-18, which numbered 54, it is not practicable, in the absence of definite statistics as to comparative volume of automobile traffic, to make an accurate comparison with previous years. It may be assumed, however, that there has been a considerable increase in the use of automobiles particularly in the rural communities and this no doubt in a large measure accounts for the increase in the number of accidents. The matter of protection in this regard is receiving careful consideration at the hands of the Board, through its Operating Department, as to the best method of protection at highway crossings where the same are used extensively for automobile traffic.

The two immediate foregoing paragraphs indicate the fact that there are many instances where the public disregard is evidenced in respect to protective appliances by persons passing under gates or going around them, or paying very little attention to the alarm given by automatic signal or watchmen.

The following is a table giving comparisons between the total number of passengers carried by the railway companies, the number of passengers killed and injured, and the same information as to employees, and as to trespassers, showing the number of trespassers killed and the relative percentage thereof to the total number of persons killed for the year. The figures giving the total number of passengers carried and employees with railways are for the year ending June 30, 1918, the last figures available, and are taken from the railway statistics of the Dominion of Canada, published by the Department of Railways and Canals:—

Passengers—	
Number of passengers carried on railways..	50,737,294
" " killed..	28
" " injured..	202
Employees—	
Number of employees with railways..	143,493
" " killed..	117
" " injured..	1,344
Trespassers—	
Number of trespassers killed..	77
29 per cent of trespassers killed to total of 264.	

It will be observed that of what may be termed preventable loss there were 77 killed under the heading of trespassers, and 102 injured, and that this is a reduction of 16 in the number killed and an increase of 38 in the number injured from the year 1917-18.

The following table shows the totals by provinces as regards trespassers killed and injured for the year ending March 31, 1919:—

Province—	Killed.	Injured.
Ontario..	41	58
Quebec..	19	23
Manitoba..	3	4
Saskatchewan..	6	1
Alberta..	3	4
British Columbia..	5	7
Nova Scotia..	....	2
New Brunswick..	....	3
Yukon..	....	
Total..	77	102

FIRE INSPECTION DEPARTMENT OF THE BOARD.

The policy of the Fire Inspection Department of the Board of co-operation with the various federal and provincial fire protective organizations has been carried out as in previous years.

A total of 1,144 fires from all causes were reported as originating within 300 feet of railway lines in forest sections, subject to the jurisdiction of the Board. This is an increase of 47 fires over the figures for the preceding year. Of these fires, 468 were of an incipient nature and did no damage. Seventy-eight per cent are definitely attributed to railways, seven per cent to known causes other than railways, and fifteen per cent to unknown causes. A total area of 64,591 acres were burned over. Eighty-nine per cent of this area was burned over by fires definitely attributed to railways, three per cent by fires due to known causes other than railways, and eight per cent to fires of unknown origin.

The total damage by all these fires is estimated at $102,416; of this, the railways are charged with sixty-six per cent, while twenty-six per cent is charged to known causes other than railways, and eight per cent to unknown causes. The aggregate monetary damage due to fires is $3,252 less than in 1917.

Under Appendix "D" will be found a full and detailed report of the Chief Fire Inspector of the Board.

ROUTINE WORK OF THE BOARD.

SECRETARY'S DEPARTMENT.

Since the publication of the last annual report the only change that has taken place in the personnel of this department is the transfer of Mr. J. Timmins, clerk and stenographer, to the staff of the Operating Department of the Board. The Board has not deemed it necessary to fill the vacancy caused by the transfer of Mr. Timmins.

RECORD DEPARTMENT.

Since the publication of the last annual report there has been no change in connection with the clerical staff of this department.

Below is given a table setting forth the number of applications, filings and letters received during the year ending March 31, 1919, together with the number of orders issued:—

Number of applications made..	3,326
" filings received during the year..	32,420
" outgoing letters during the year..	27,700
" orders issued during the year..	1,100

STATEMENT showing the applications made to the Board under the various sections of the Railway Act, for the fiscal year ending March 31, 1919.

Sections of Railway Act.	1918									1919			Totals.
	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	
Rescinding of Orders, Sec. 29	....	4	5	5	5	3	7	6	5	3	6	3	52
Extension of time, Sec. 50	5	13	5	4	6	3	5	8	6	1	1	1	58
Location of line, Sec. 157–168	1	....	1	....	1	....	....	....	....	....	1	1	5
Route Map, Sec. 157	....	1	....	....	....	....	....	....	....	....	....	....	1
Railway as constructed, Sec. 164	2	2	1	2	....	....	....	....	1	3	....	....	11
Deviation of line, Sec. 167	3	32	....	....	1	1	....	2	1	....	1	1	42
Mines and Minerals, Sec. 169–171	....	....	....	....	1	....	....	....	1	....	....	....	2
Expropriation of lands, Sec. 172–191	....	....	2	....	4	2	2	....	1	....	....	....	11
Appeals from decisions of Board	....	....	....	....	1	2	....	....	2	....	....	3	8
Compensation for damage, Sec. 192–214	....	2	....	....	....	....	....	....	....	....	....	....	2
Branch Lines, Sec. 221–226	16	23	25	29	14	25	19	24	25	28	10	16	254
Railway Crossings and Junctions, Sec. 227–229	1	1	3	....	1	....	....	....	2	1	3	2	14
Interlocking Appliances, Sec. 227	2	1	2	1	2	....	....	2	1	....	2	....	13
Highway Crossings, Sec. 235–243	7	6	17	14	18	20	20	9	10	27	6	9	163
Highway Diversion, Sec. 237	3	1	1	3	3	5	3	3	....	2	....	3	27
Protection at crossings, Sec. 243	3	15	5	4	6	6	8	20	21	9	16	2	115
Telegraph and Telephone lines, Sec. 244	....	....	....	....	....	3	....	....	....	1	....	....	4
" " Connections, Sec. 245	....	1	....	....	....	....	....	1	....	....	1	1	4
Telephone Wire Crossings, Sec 245	....	....	....	....	....	....	1	....	....	1	....	....	2
Power Wire Crossings, Sec. 246	2	....	....	....	3	....	....	....	....	....	....	1	6
Telephone Agreements, Sec. 248	4	3	6	4	4	4	4	7	5	6	8	1	56
Water Pipes, Sec. 250	....	....	....	....	1	....	....	....	....	2	....	....	3
Sewer Pipes, Sec. 250	2	....	2	4	1	4	2	....	3	....	....	....	18
Culverts, Sec. 250	....	....	3	1	....	1	....	2	....	....	....	1	8
Farm Crossings, Sec. 252–253	2	....	2	1	1	4	....	1	1	....	....	1	13
Cattleguards, Sec. 254–255	....	....	....	....	....	....	1	....	....	....	....	....	1
Fencing of right of way, Sec. 254	1	1	4	2	2	1	....	....	....	1	1	4	17
Construction, Navigable Waters, Sec. 233	1	....	....	....	....	1	....	....	....	....	....	....	2
Bridges, Sec. 256–257	6	5	2	6	8	6	4	4	19	5	3	13	81
Tunnels, Sec. 256–257	1	1	1	....	....	....	....	....	....	....	....	....	3
Stat ons, Sec. 258	8	2	1	4	4	1	1	1	1	6	6	7	42
Condition of Stations, Sec. 258	....	....	1	....	....	....	2	....	....	....	....	....	3
Station Accommodation and Agents	16	13	6	10	9	6	3	7	8	6	9	12	105
Opening of Railway, Sec. 261	....	3	....	4	2	1	1	1	....	....	....	2	14
Condition of Railway, Sec. 262	4	4	9	5	4	11	4	5	....	5	4	3	58
Rolling Stock, 264–268	1	3	1	....	....	2	....	....	....	....	....	2	9
Train service	5	8	3	4	2	4	11	3	9	10	5	7	71

STATEMENT showing the applications made to the Board under the various sections of the Railway Act, for the fiscal year ending March 31, 1919.—*Continued.*

Sections of Railway Act.	1918									1919			Totals.
	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	
Working of trains, Sec. 269	6	3	2	3	3	4	2	15	6	4		2	50
Obstruction to Traffic, Sec. 279	1					1				1			3
Accommodation for traffic, Sec. 284	5	4	14	8	7	10	8	14	2	7	5	4	88
Accident reports, Sec. 292-293	18	16	12	12	22	12	27	23	27	36	26	30	261
By-laws *re* Tolls, Sec. 314	1	7	1	1					1		1		12
Interswitching, Sec. 317 and 334	3	1	1		2	1		3			4	4	19
Freight Classification, Sec. 321	1	1		1		1	1	3				1	9
Disallowance of tariffs, Sec. 323		1		4				8		1	3	3	20
Standard Freight Tariffs, Sec. 327	1	1	2	1	1	1				3	1		11
Standard Passenger Tariffs, Sec. 331	4	2	1		1	1		1		1			11
Local Freight Tariffs	1	1											2
Adjustment in rates	10	2	7	4	8	4	5	5	3	2	9	8	67
Special tariffs, Sec. 329-332	1	1				5			2	5	5	1	20
Joint Tariffs, Sec. 335						1				1		1	3
Provisions for Carriage, Sec. 340-342	1	2	1							2		3	9
Express Tolls, Sec. 348-354				1				1	1			1	4
Carriage by Express, Sec. 352	3	5	2	1			4	1	1	2	2	1	22
Telephone Tolls, Sec. 355-360	1				1		2	2	2		3		11
Amalgamation Agreements, Sec. 361-363						1				1			2
Traffic Agreement, Sec. 364		1				1	1					1	4
Enquiries	18	17	9	17	11	13	15	11	8	13	15	17	164
Complaints	95	91	76	72	95	77	78	122	105	92	61	85	1050
Miscellaneous	15	7	18	9	12	6	12	20	21	34	11	21	186
Totals	281	308	254	241	267	255	253	335	301	322	229	280	3326

APPENDIX A.

COMPLAINT OF RETAIL MERCHANTS' ASSOCIATION OF CANADA, PROVINCIAL COAL SECTION OF ONTARIO, PER H. A. HARRINGTON, TORONTO, ONT., REGARDING CANADIAN PACIFIC RAILWAY INTERSWITCHING CHARGES OR TARIFFS AND ARBITRARY CHARGE FOR PLACING OF CARS NOT DIRECTLY CONSIGNED.

CONSIDERATION OF FURTHER SUBMISSIONS OF THE CANADIAN MANUFACTURERS' ASSOCIATION, THE TORONTO BOARD OF TRADE, AND MR. ROBIN BOYLE, REPRESENTING THE SHIPPERS OF CRUSHED STONE, WITH RESPECT TO RESOLUTION NO. 1A OF THE CONVENTION OF COAL DEALERS OF ONTARIO PRESENTED BY MR. H. A. HARRINGTON, TORONTO, AND HEARD AT TORONTO, APRIL 13, 1917. FILE 6713.135.

Synopsis of Judgment, Commissioner McLean, dated March 22, 1918, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott, and Commissioner Goodeve:—

The application was launched in a series of resolutions as follows:—
Resolution No. 1-A requested suspension of the Canadian Pacific tariff providing that cars consigned to one terminal but required at another terminal, although within the corporate limits of the city of Toronto, should be subject to a charge ranging from $3 to $5 per car.

Resolution No. 2 requested that the railways be required to place cars on which placement orders had been given, customs passed and charges paid, within twenty-four hours, and be subject to a charge for delay in placing beyond that time. This amounted to an application for reciprocal demurrage on which the Board, when approving the Code of Car Demurrage Rules, file 1700, stated that it was a question on which they would not, at that time, give a ruling.

Resolution No. 3 requested that where the break-up yard was within the corporate limits of adjoining cities or towns, all private sidings abutting thereon should be considered as a part of the break-up yard and that no charge should be made for placing on such siding. While this resolution is in general terms, it developed at the first hearing that the real complaint was against an extra switching charge from West Toronto to Lambton. This matter was adjusted by the railways by the elimination of Lambton station and the treatment of sidings in that district as a part of West Toronto yard.

Resolution No. 4 requested that where cars were consigned to a terminal, the consignee should be entitled to have such car or cars placed on any private or public siding within the corporate limits of the city or town within which terminal was situated without extra charge. This resolution resolved itself into a complaint of overcharge of the Grand Trunk for switching coal, ex Canadian Pacific Railway, to the York yard. The charges have been investigated and it was found that they were in accordance with the company's tariffs lawfully on file.

The movement in question is outside of the four-mile limit of the General Interswitching Order.

This disposes of the complaint with the exception of Resolution No. 1-A.

Formerly the Canadian Pacific treated West Toronto as a break-up yard and cars consigned to Toronto were sent to this yard when consignee was allowed twenty-four hours after notice of arrival within which to give his orders for one free placement within the yard limits of the original destination for unloading, or one free reconsignment for unloading within the yard limits of another of the group of Toronto terminals. This arrangement was satisfactory to the coal trade, as the cars were consigned simply to Toronto, and the railway's practice had been to hold in West Toronto yard for placement orders.

Under the new tariff of the Canadian Pacific Railway C.R.C. No. E-2646, as amended by Supplement No. 54, the consignee is required to consign his cars to one of the terminals and if required at another terminal he must pay the reconsignment charge.

The Canadian Pacific Railway claim that the purpose of the West Toronto yard is to break up and marshal trains, and that it is sufficient for no other purpose, and that in order to relieve the congestion it was necessary to make the arrangement referred to.

Complainants claim that owing to transit delays it is practically impossible to anticipate the arrival of cars with the result that the original consignee has supplied himself elsewhere and it is necessary to deliver to other consignees who may be located at a different terminal.

In so far as the Grand Trunk is concerned all eastbound freight is held at Mimico and westbound freight at York until advice is received from consignee as to where he wishes the car placed. The first placing is made without charge.

Prior to the Canadian Pacific tariff above referred to the practice of the Canadian Pacific was the same at West Toronto.

In the complaint of A. H. Mayland, of Calgary, v. C.P.R. file 25939.1, the Board by its Order No. 24714 of February 9, 1916, directed that the complaint of the additional charge for diversion at the terminal point should be dismissed, the charge concerned having been established as justifiable.

It developed that the practice of the Grand Trunk and Canadian Northern was not to make a charge when the point of diversion was within the same group of terminals. The Canadian Pacific Railway Company was asked to justify its practice, and the company stated that the charge was justified under the Board's Order No. 6901, it being contended that a car consigned to Montreal, under the Canadian Pacific Railway's practice, was consigned to a specific station, namely, Place Viger, and that if on its arrival at this point the railway was asked to place it at Outremont, Jacques Cartier, Mile End, or any other station within the municipality of Montreal, this would be a diversion under the order.

The following opinion was expressed in memorandum of Mr. Commissioner Goodeve on which the order was issued:—

> "It is clear from the evidence that if an attempt were made in large cities, such as Montreal, to have one general point to which all carload traffic would be consigned, there to be held until directions were given to place on a specific siding, it would involve great confusion and delay, resulting in a loss to the shippers, and it would be impracticable to carry it out owing to the very large amount of space that would be necessary to obtain sufficient yardage."

While the system of separate freight terminals in Montreal has been approved, the decision, while inferentially bearing on the Toronto situation, is not conclusive in respect of Toronto.

The matter being one of operating conditions, the Board's Operating Department investigated the matter and reported as follows:—

> "The Canadian Pacific Railway have divided the terminals into groups, and they ask their shippers to bill to the central yard in each group. Any reconsignment from one group to another is charged for according to their

> tariffs. I find that this is the best principle to work on in a terminal the size of the city of Toronto and has an advantage over the Grand Trunk method, and that there should be less delay to freight because more of it will get to its final destination without the sorting yard 'hold-up' that necessarily follows on the Grand Trunk."

It being justifiable from an operating standpoint to have distinct terminals, said subdivisions being in aid of and facilitating the movement, it follows that the provisions as to reconsignment complained of are provisions properly applicable.

COMPLAINT OF THE BOARD OF TRADE OF NANAIMO, B.C., AGAINST THE WITHDRAWAL OF THE PACIFIC COAST TERMINAL RATES TO NANAIMO AND THE SUBSTITUTION OF AN ARBITRARY OVER THE VANCOUVER RATES; AND THE ORDER OF THE BOARD NO. 24885, DATED MARCH 16, 1916, DISMISSING THE COMPLAINT.

The complaint here was made by the Nanaimo Board of Trade. It concerns the Canadian Pacific Railway Company's tariff which eliminated Nanaimo, B.C., as a terminal freight point. The question as to terminal rates was dealt with by Commissioner (now Assistant Chief Commissioner) McLean on the original application, in which the view was expressed that railways may or may not meet water competition or competition in any form; that this was a matter for the company to decide, and that the Board, having no power to compel a company to meet water competition, has no power to compel it to install a terminal rate, nor power to compel it to continue a terminal rate which the railway company had already established and desired to take out.

The Chief Commissioner, Sir Henry Drayton, in dealing with the present application, accepts this disposition of the case so far as it related to terminal rates, merely adding that the company's untrammelled right to meet or to disregard competition is subject to the qualification that, having elected to meet competition at any point on its system in a district where similar operating and traffic conditions obtain, the competitive rate should be extended to such other points in the common district. The conditions here, however, are dissimilar. The water movement into Namaimo is very small as compared with the water movement into Victoria.

Besides, however, the question of terminal rates, the further questions of the length of rail haul and discrimination or no discrimination were raised, which rest on the question whether or not Ladysmith or Esquimalt was the terminal facility used by the Canadian Pacific Railway. It appears that the grid, or wharf, at Ladysmith was owned by a coal company, which it, however, permitted the Canadian Pacific Railway to use, but that the coal company was connected with the Canadian Northern interests, and that the Ladysmith facilities were being abandoned by the Canadian Pacific Railway, which ran its car ferry to Esquimalt. The Canadian Pacific Railway's contention was that the connection at Ladysmith was practically in the hands of its competitor, the Canadian Northern, and that because of this fact and because of tidal conditions Esquimalt was decided on as the proper place to establish its transfer facilities; that it would be absurd to base any rate on a transfer which might be taken away from the company at any time, and that, in fact, a very small amount of money and very little traffic was involved in the application.

It was admitted that the Ladysmith transfer was closer to Nanaimo and the water distance less to Ladysmith than to Esquimalt, but it was urged on behalf of the company that the question of mileage distance on water-borne traffic was not a material one.

The movement of commodities such as flour, mill feed, and oats is covered by a tariff which gives Nanaimo exactly the same rate as Victoria. The company's mileage tariff, however, differentiates on hay and other commodities between Nanaimo and Vancouver. Under this tariff, Victoria has a mileage of 90·7, while Nanaimo pays on a mileage of 155·8 over Vancouver. Obviously, the Ladysmith movement to Nanaimo could be made with less cost than the movement through Esquimalt.

The Chief Commissioner, in his judgment of March 25, 1918, concurred in by Commissioner Goodeve, says:—

> "I think that the parties would be treated justly by setting one situation off against the other, and treating Ladysmith and Esquimalt on the same basis.
>
> "As matters now stand, it is perfectly clear that the Railway Company has open to it two routes to Nanaimo—the one involving a shorter rail mileage and, therefore, a more economical movement than the other. It is the duty of the company, under such circumstances, in the interests of the shipper, to take the shorter, more direct, and more economical movement; but, under the present tariff situation, the whole of the economy is obtained by the company.
>
> "Ladysmith's mileage given in the company's tariff is 141·7 miles from Vancouver. In my opinion, that mileage ought to be reduced to the Esquimalt mileage of 87, as long as the Ladysmith transfer can be used by the company, the mileage of stations which ought to be served by the Ladysmith Transfer rather than the Esquimalt Transfer, having regard to the shorter rail movement, should be reduced to 87 miles, plus the mileage from Ladysmith to destination. Under these circumstances the mileage to Nanaimo will be reduced from 155·8 to 101 miles."

Undue discrimination, in the opinion of the Board, was not shown, and the application, therefore, dismissed. This action, however, not to prejudice a further consideration of the application as and when traffic conditions may justify it. 23 Can. Ry. Cas. 92.

MUNICIPALITY OF BUCKLAND V. CANADIAN NORTHERN RAILWAY.

Under an agreement with the Provincial Government of Saskatchewan, a railway bridge was erected by the respondent company over the North Saskatchewan river, with a twelve-foot roadway on each side clear of the railway track, and separated from it by a fence admitted to be safe and satisfactory for the purpose. There was no provision in the agreement for protection to vehicular traffic from trains passing over the bridge. The Board refused an application by an adjoining municipality for an order, that the respondent should provide gates and watchmen at both ends of the bridge to warn the public against approaching trains, holding that the necessity for such protection was incidental to the use of the bridge as a highway.

The facts are fully set out in the judgment of Mr. Commissioner McLean, April 2, 1918, concurred in by the Assistant Chief Commissioner, 23 Can. Ry. Cas. 13.

In re COMPLAINT OF THE SWIFT CANADIAN COMPANY, LIMITED, AGAINST FREIGHT CHARGES AND REFUSAL OF RAILWAY COMPANIES TO MAKE ALLOWANCE ON BOX CARS.

This was a complaint of the Swift Canadian Company, Limited, of Winnipeg, Man., against freight charges and the refusal of railway companies to make allowance on box cars used in cases where the said railway companies were unable to furnish stock cars at the St. Boniface stock yards for service to the plant of the complainant company.

The complaint is concerned entirely with the Canadian Pacific Company's local movement from the Union Stock Yards at St. Boniface to the Swift Canadian Company's packing-house on the east side of the Red River in the district known as Elmwood.

Supplement 1, effective May 21, 1917, to Canadian Pacific Railway Switching Tariff C.R.C. No. W. 2251, of April 17, 1917 (both in effect when the hearing was held, although Mr. Ingram's quotations were from the previous tariff), shows a rate of 1 cent per 100 pounds, minimum $5 per car, on live stock from the Union Stock Yards to abattoirs situated on Canadian Pacific Railway tracks and Canadian Pacific Railway stock yards at Winnipeg. It is obvious that what is really meant is a flat $5 per car rate, since no carload of stock would weigh 50,000 pounds.

If stock cars are not available and box cars are substituted, the railway agent must have some unit of measurement in order to prevent more animals being shipped than could have been loaded in stock cars for the same charge; hence the provision in the Company's Special Tariff of Rules and Regulations, C.R.C. No. W. 2139, quoted by Mr. Ingram, as follows:—

> " Whenever through shortage of stock cars for carload shipments of cattle and horses, the Car Service Department finds it accessory to supply box cars in lieu thereof, a sufficient number of box cars may be supplied to furnish carrying capacity equivalent to the number of stock cars ordered, at the minimum weights for stock cars required, actual weight if greater.
>
> "In applying above authority, agents will use following scale as maximum carrying capacity of stock cars and draw waybill for each stock carload accordingly:—
>
> "*Cattle*—Beef cattle, 18 head. Yearlings, 35 head. Two-year olds, 26 head. Mixed cars of cattle of different ages (including cows), 22 head.
>
> "*Horses*—Heavy, 17 head; medium, 19 head; light, 22 head.
>
> " Box cars in accordance with above will only be supplied on specific authority of the Car Service Department, reference to which will be noted on waybills.
>
> "Agents must show clearly on waybills what cars were ordered by shippers and what cars supplied, such as—'One stock car ordered, two box cars supplied.' "

The arrangement above set out as to equivalent carrying capacity is stated by the railway to have been in operation for some twenty years, under an arrangement with western live stock shippers.

During a period extending from October 26 to November 4, and owing to the inability of the railway to supply live stock cars for the intra-terminal movement concerned, the applicant had to use 71 box cars in the movement of cattle.

Held, Mr. Commissioner McLean, in his judgment, April 3, 1918, concurred in by Chief Commissioner Drayton, that the tariff under which application was made was explicit as to the 18 head basis; that had the Board been of the opinion that 15 head was the proper basis on a switching movement, then this could only have been a direction for amendment of tariff as to the future. Held, further, that the Board could not have it made retroactive. As the tariff no longer permits as to switching movements—what is involved is the complaint—there is nothing on which to rule in connection with the application as launched.

In re SENIORITY MIDLAND RAILWAY COMPANY AND GRAND TRUNK PACIFIC CROSSING IN THE PARISH OF ST. BONIFACE.

The Midland Railway Company, incorporated by the Legislature of the Province of Manitoba, applied to the Board for an order determining which railway company was senior at a crossing of the tracks of the applicant company over the tracks of the Grand Trunk Pacific on block 2, parish lot 56, in the parish of St. Boniface, Man.

Held, Mr. Commissioner McLean in his judgment, dated April 25, 1918, concurred in by Mr. Commissioner Boyce (dissented to by Assistant Chief Commissioner Scott in his judgment, April 4, 1917), that the location plan approved in 1906, involving as it did an intersection of the subsequently approved and constructed Grand Trunk Pacific line, did not give the Midland Railway rights of seniority as to the whole block of land involved. Held, further, that whatever rights of seniority were conferred by the priority of its location plan of 1906 these were in respect of the specific right of way involved in the approval. Held, further, that the Midland Railway cannot, on abandoning this location, impute these rights to a right of way approved subsequently to the construction by the Grand Trunk Pacific across the land embraced in such later approved right of way.

City of Edmonton v. Calgary and Edmonton Ry. 18 Can. Ry. Cas. 420, and City of Edmonton v. Calgary and Edmonton Ry. Co. 53 S.C.R. 406, followed.

The Mildand Railway Company, incorporated by the Legislature of the Province of Manitoba, applied to the Board for a determination of the question as to which railway company was senior at a crossing of the tracks of the applicant company over the tracks of the Grand Trunk Pacific on block 2, parish lot 56, in the parish of St. Boniface, province of Manitoba.

The steps taken by the railway companies which have any bearing on the question of seniority at the crossing may be best set out in their chronological order.

The Midland Railway Company purchased block 2, parish lot 56, St. Boniface, in 1905; and, title thereto was vested in the company on the 5th of October, 1906, by a certificate of title under the provisions of the Real Property Act of the province of Manitoba. This block is nearly 600 feet long and 300 feet wide. Block 2 and adjoining property, also of a width considerably in excess of the ordinary width of the right of way of a railway was acquired by the Midland Company for the purposes of its railway, it being suitable for yards and station grounds. A plan showing the approved location of the Midland Railway on a 100-foot strip of land through the west end of block 2 was registered in the Winnipeg Land Titles Office on the 3rd May, 1906.

The location of the Grand Trunk Pacific Railway through block 2 and over the approved location of the Midland Railway was approved by order of this Board, No. 3507, dated 15th August, 1907. The application for this approval was made and the order issued without notice to or the actual knowledge of the Midland Railway.

The approved location of the Grand Trunk Pacific was deposited in the Land Titles Office, August 20, 1907. The Grand Trunk Pacific Railway was built through block 2 in 1908 without notice to or the knowledge of the Midland Railway. Upon the matter being brought to the attention of Mr. B. B. Kelliher, then Chief Engineer of the Grand Trunk Pacific, he wrote Mr. A. H. Hogeland, Chief Engineer of the Midland Railway, on January 29, 1909, in part as follows:—

> "I would like you to understand that it was by no means intentional that we went ahead and constructed our line over the property of the Great Northern (Midland Railway) without first endeavouring to acquire the right of way in the usual way and respect the wishes of your Company in that matter.
>
> "You will see from attached blue print the actual conditions. We have installed a new interlocking plant at that point and have made provisions for the levers necessary to include your line when you construct it."

In 1911 the Midland Railway decided not to construct its railway on the location through block 2, as shown on the location plan deposited in the Land Titles Office in 1906, but on a location through the same block 2 but some distance to the east of the original location of 1906. A plan of the new location through block 2 and over the Grand Trunk Pacific tracks was duly approved by the provincial authorities and deposited in the Land Titles Office on August 10, 1911.

By Order No. 14996, dated 15th September, 1911, this Board authorized the Midland Railway Company to join its tracks with the tracks of the Canadian Northern Railway Company and cross the tracks of the Grand Trunk Pacific Railway Company on block 2, as shown on the location plan of the Midland Railway deposited in the Land Titles Office on August 10, 1911.

The Grand Trunk Pacific Railway has from time to time offered to purchase a right of way for its railway through block 2, from the Midland Railway Company, but no agreement has ever been reached.

Subject to the effect, if any, of the depositing of the Grand Trunk Pacific location plan in the Land Titles Office in 1907, the Midland Railway Company is still the owner of block 2.

The question for the Board to determine is which railway company is senior, so that the adjustment of the cost of the construction and maintenance of the interlocking plant at the crossing may be arranged between the companies upon the usual rule as to seniority and juniority.

Held, that an order should issue declaring the Midland Railway to be senior at the crossing in question. 23 Can. Ry. Cas. 80.

COMPLAINT OF THE CALGARY LIVE STOCK EXCHANGE *re* DISCONTINUANCE BY RAILWAY COMPANIES OF PRACTICE OF SANDING CARS FOR LIVE STOCK.

Complaint was made to the Board by the Calgary Live Stock Exchange as to the discontinuance of sanding cars used in the shipment of stock. It was contended by the applicants that the placing of sand on the floor of the cars was necessary in order to give the cattle a proper foothold, thus safeguarding and protecting them.

The matter was set down for hearing and was directed to stand until the 15 per cent increase in passenger and freight rates had been dealt with.

The Canadian Pacific Railway Company objected to doing the work free of charge, and it was contended by counsel for the shippers that the providing of sand on the floor of the car was part of the obligation of the railways as to providing proper equipment. The railway contended that it provided a suitable vehicle—that is to say, the car. It further stated that when the cars were cleaned in transit, it resands them, putting back clean bedding into the car; that what was being attempted was to put the obligation as to sanding cars on the railway at the initial shipping point, and this was regarded as not being an obligation imposed on the railway by the Railway Act, but that it was properly a burden which should be looked after by the shipper.

Held, Commissioner McLean in his judgment, dated April 6, 1918, concurred in by the Chief Commissioner, that by Item 62 of Supplement 7 to Canadian Pacific Railway Tariff C.R.C. W-2250, effective October 1, it is provided that when cars furnished for shipment of live stock are sanded by the railway company a charge of $1 per car would be made for this service, in addition to the published tariff rates.

APPLICATION OF THE PROVINCIAL STONE AND SUPPLY COMPANY OF TORONTO *re* COMMODITY RATES FROM BURRITTS, ONTARIO.

This was an application made by the Provincial Stone and Supply Company of Toronto, Ont., for an order of the Board requiring the Canadian Pacific Railway Company to publish specific commodity rates on crushed stone from Burritts, Ont., to various surrounding points.

The applicants are the owners of some undeveloped quarry property adjoining the line of the Canadian Pacific Railway, about three-quarters of a mile east of Burritts station. The object of the applicants was to obtain a guarantee of such rates as, in their opinion, would justify them in investing the necessary capital to develop this property.

Held, Mr. Commissioner Goodeve in his judgment, dated April 10, 1918, concurred in by Assistant Chief Commissioner Scott and Commissioner McLean, that the rate complained against had not been shown to be unreasonable per se. Held, further, that in view of the large movement of crushed stone under the rates in question, the Board would not be justified in making the order asked for. 22 Can. Ry. Cas. 411.

APPLICATION OF BRITISH COLUMBIA ELECTRIC RAILWAY *re* INCREASE IN FREIGHT RATES.

This was an application made by the British Columbia Electric Railway, on behalf of the Vancouver and Lulu Island Railway and the Vancouver and Fraser Valley Railway, for permission to increase by 10 per cent the freight rates on the portions of its system which are subject to the Board's jurisdiction, the increases as asked for being the same as have been allowed by the Board in respect of the steam lines subject to the Board's jurisdiction operating in British Columbia. The portions of the British Columbia Electric subject to the Board's jurisdiction are the Vancouver and Lulu Island Railway, with a mileage of 26.9 miles, which is leased from the Canadian Pacific, and the Vancouver, Fraser Valley and Southern with a mileage of 14.7.

The applicant was directed by the Board to serve on the municipalities affected copies of the application and the reasons therefor. Service was accordingly made on the Boards of Trade of New Westminster, South Vancouver and Vancouver, and on the municipalities of Richmond, South Vancouver, Point Grey, Burnaby, New Westminster and Vancouver. The lines concerned operate through the municipalities in question.

Protest was made by the Corporation of the District of Burnaby, by its solicitors, against the freight increases asked for on the Vancouver-Steveston and New Westminster-Eburne lines of the Vancouver and Lulu Island Railway and the Burnaby Lake Line of the Vancouver-Fraser Valley and Southern Railway; and it was asked that no action should be taken pending hearing. The Board was advised by the solicitors for Burnaby as follows:

> "*Re B.C.E.R. Freight Rates, File No. 28439.*
>
> "We are instructed by the Municipal Council of Burnaby to withdraw the protest against the raising of freight rates by the B. C. Electric Railway, Ltd. on the Vancouver-Steveston and New Westminster-Eburne Lines of the Vancouver and Lulu Island Railway and the Burnaby Lake Line of the Vancouver-Fraser Valley and Southern Railway as contained in our letter of 15th March last.
>
> "The Transportation Committee of the Council of Burnaby have gone into the matter with the representative of the Railway Company and are satisfied that the increase, if granted, will not impose any serious hardship upon the residents of Burnaby."

No other representations were made by the municipalities and bodies concerned.

Held, Mr. Commissioner McLean in his judgment, dated April 23, 1918, concurred in by Chief Commissioner Drayton, that the Board had already held that the standard passenger rate in British Columbia was sufficiently high; that the present application for increase of freight rates had been justified and the increases as allowed in the case of steam railways in British Columbia should become effective in fifteen days from the date of the order making the judgment effective.

City of Montreal v. Bell Telephone Co., 15 Can. Ry. Cas., 118, at p. 135, referred to.

NORTH BAY LANDOWNERS V. CANADIAN NORTHERN ONTARIO RAILWAY CO.

Where streets are crossed by the construction of a railway after an agreement is entered into with the municipality specifying the manner in which such crossings are to be made, providing that by-laws are to be passed to close portions of certain streets, and for the payment of compensation by the railway company, and an order of the Board is obtained granting permission to cross the streets upon the conditions of such agreement and providing that the railway company be responsible for any compensation which property owners affected (i.e., landowners adjacent or abutting on the streets) may be legally entitled to recover under the Railway Act and the Municipal Act, and such compensation is withheld or refused to be made by the railway company, the Board has jurisdiction to determine it or refer the matter either to a member of the Board under section 13, amended by 7 and 8 Edward VII, chapter 62 (C), section 4, or to a person appointed by the Board under section 60 for inquiry and report, and the previous order of the Board granting permission to carry the railway across the streets should be amended accordingly. Subsequently a by-law was passed, closing the portions of such streets and an amending order became necessary.

See ss. 29 and 235, amended by 1 and 2 Geo. V, c. 22 s. 6; Holditch v. Canadian Northern Ontario Ry. Co., (1916) 1 A.C., 536, at p. 543, 20 Can. Ry. Cas., 101; Brant v. Canadian Pacific Ry. Co., 36 O.L.R. 619, 20 Can. Ry. Cas. 268, followed. Canadian Northern Ontario Ry. Co., town of North Bay, 18 Can. Ry. Cas. 309, reversed.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, April 24, 1918, concurred in by the Assistant Chief Commissioner and Mr. Commissioner McLean, 23 Can. Ry. Cas. 35.

COMPLAINT OF THE ONTARIO ASSOCIATED BOARDS OF TRADE *re* DELIVERY OF FREIGHT AT FLAG STATIONS.

This was a complaint filed with the Board by the Ontario Associated Boards of Trade with reference to alleged unsatisfactory conditions prevailing with respect to the delivery of freight to, and facilities afforded at flag stations.

The case was heard at a sittings of the Board at Hamilton on October 22, 1917, the following being the complaint as formulated in a letter of the President of the Associated Boards of Trade, dated June 23, 1917:—

> "In order to be able to present to the Board some tangible evidence of the conditions obtaining we circularized a number of merchants, customers of wholesale houses in different distributing centres, asking for information as to what protection was afforded goods after being unloaded, as to loss and damage sustained and what in their opinion were the main reasons therefor. We are forwarding with this application the replies received from some eighty merchants obtaining goods at about the same number of stations."

Out of these eighty replies submitted, and which were carefully gone over and checked, it was found that a number of them had to do with railways over which this Board had no jurisdiction. A careful analysis of these complaints, and of the evidence on file and adduced at the hearing would show that the complaints may be divided as follows:—

1. Those due to the defect in the shelter already provided either from being inadequate or in a bad state of repair.

2. Damage due to carelessness on the part of the company's employees in unloading.

3. Those in which no shed or shelter of any kind was provided for the protection of goods.

4. Difficulty in obtaining proper evidence in case of claims for loss or damage of goods.

Held, Mr. Commissioner Goodeve in his judgment, dated April 30, 1918, concurred in by Chief Commissioner Drayton, that with regard to the first complaint the companies should take the necessary steps to rectify the matter. That with regard to the second complaint an order should issue directing all railway companies under the Board's jurisdiction to issue a bulletin notifying conductors in charge of L.C.L. freight that all packages for flag stations must be unloaded from the platform after the train has come to a full stop; that wherever shelters are provided they must be placed in the same; and that conductors will be held responsible for the carrying out of these instructions. With regard to the third complaint it is held that a case had not been made out that would justify the Board in making a general order that would involve a fairly large expenditure of money by the railway companies at a time when it is essential that every dollar should be conserved as far as possible without undue injury to the public service. With regard to the fourth complaint it was held that the matter might be met and the same results obtained without the expense and other objections of the carriers by adopting for general use a stamp to be agreed upon to be used on all bills of lading drawn upon flag stations, to be signed by the conductor.

APPLICATION OF THE QUEBEC RAILWAY, LIGHT, HEAT AND POWER COMPANY, LIMITED, *re* FILING OF TARIFFS FOR A GENERAL ADVANCE IN TOLLS.

This was an application of the Quebec Railway, Light, Heat and Power Company, Limited, to the Board for an order permitting the company to file tariffs providing for a general advance in tolls for the carriage of passengers over its line, in the same manner and to the same extent as has been permitted by the Board in the case of steam railways.

It appeared that the Montmorency division of the Quebec Railway, Light, Heat and Power Company is operated both by steam and by electricity. The steam operation is mainly as to the freight movement. Some of the passenger business, e.g., that of the carriage of pilgrims to Ste. Anne de Beaupre, is handled by steam traction.

The conditions as to steam handling of freight have been considered by the Board as being on all fours with those involved in other steam railway traffic, and a 15 per cent increase in freight rates has been allowed and is effective.

While there is a carriage of passengers both by steam and by electricity, the bulk of the passenger business is by electricity. For the year ending June 30, 1917, there were carried by steam 81,650 passengers, with a revenue of $8,608. The average haul per passenger was 7 miles, while the average receipts per passenger per mile were 1.4 cents. For the same period, there were carried by electric operation 1,947,667 passengers, with a passenger revenue of $212,643. The average fare was 10.5 cents; this is the same as the average steam fare. Detail as to the average haul by electric operation is not set out in the report form of the Department of Railways and Canals.

The section operated by electricity includes Quebec to St. Joachim, 26 miles, and Quebec to Kent House, 7 miles; a total of 33 miles.

The standard passenger rate is 2.5 cents per mile. Application is now made to increase passenger rates by 15 per cent.

The railway operates, in the section concerned, on its own right of way and has no agreements with any of the municipalities traversed which have any bearing on the level of passenger fares.

The increase in material costs show for the year 1917, as compared with the year 1913, a characteristic average increase of 40 per cent. In individual small items there are increases as high as 300 per cent.

Held, Mr. Commissioner McLean in his judgment, dated May 3, 1918, concurred in by Chief Commissioner Drayton, that the 15 per cent increase as asked for was justified. Subject to compliance with the statutory requirements as to publication in the *Canada Gazette* of the revised standards, tariffs might be filed effective within fifteen days from the date of the order.

In re COMPLAINT OF THE GRAIN GROWERS' B.C. AGENCY, LIMITED.

A ruling was asked for by the Board as to the right of the railway companies to advance their rates on wheat under the judgment and Orders issued in the fifteen per cent case. The question was governed entirely by the orders already issued.

Held, Chief Commissioner Drayton in his judgment, dated May 8, 1918, concurred in by Assistant Chief Commissioner Scott and Commissioners McLean, Goodeve and Boyce, that the movement of wheat from prairie points to the Pacific coast is subject to the increase allowed in the main judgment in connection with which General Order No. 212 was issued.

COMPLAINT OF THE LAKE SUPERIOR PAPER COMPANY, *et al.*, *in re* CANADIAN PACIFIC RAILWAY COMPANY'S SPECIAL TARIFF ON WOODPULP, C.R.C. NO. E.3557.

The complaints herein alleged that the Canadian Pacific Railway Special Tariff on Woodpulp C.R.C. E-3557, effective January 10, 1918, was, as regards rates from Sturgeon Falls and Espanola (where complainants' mills are situated) to points in Central Freight Association territory (the destination of their products), relatively unjust, unreasonable, discriminatory and unduly prejudicial in favour of the complainants' competitors, and that such rates failed to preserve the relationship theretofore and for a number of years existing as regards such shipments, and which tariff the complainants asked to be restored.

Held, Mr. Commissioner Boyce in his judgment, dated May 10, 1918, concurred in by Chief Commissioner Drayton and Assistant Chief Commissioner Scott, that the railway companies should be required to restore the pre-existing relationship by publishing and filing the same rates from Sturgeon Falls and Espanola as are concurrently in effect from Ottawa through the same frontier gateways to destinations in Central Freight Association territory.

UNITED GRAIN GROWERS *et al.* *v.* CANADIAN FREIGHT ASSOCIATION.
(*Milling in Transit Case.*)

The rates from point of reshipment chargeable on grain under tariffs allowing milling in transit or analogous privileges are those effective at the time of the original shipment, not those effective at the time of reshipment, unless the tariff under which the grain originally moved clearly provides otherwise.

Milling, malting, storage and cleaning in transit are privileges accorded to shippers by the carriers in the sense that the Board cannot order them, except to prevent discrimination, but they become enforceable rights when set out in tariffs under which shipments are made.

Tariffs when ambiguous are to be construed in ease of the shipper, when they can reasonably and properly be so read. Where the milling in transit or analogous privileges are exercised the inbound and outbound shipments are to be treated as part of the same movement, under the contract, and subject to a through rate arrangement.

The facts are fully set out in the reasons for judgment of Mr. Commissioner McLean, dated May 11, 1918, concurred in by Mr. Commissioner Goodeve. 24 Can. Ry. Cas. p. 128.

INTERSWITCHING SERVICE.

Complaints were made from time to time by the railways and by shippers as to the interswitching rules and service practised by the railways. Hearings were had at which the general situation was discussed fully by various shipping associations, individual shippers, and the railways.

The Chief Commissioner, Sir Henry Drayton, in his reasons for judgment dated May 15, 1918, 24 Can. Ry. Cas. 324, goes into the origin and history of interswitching and the interswitching service and the action of the Board relating thereto. Following is a summary:—

The Order of the Board No. 4988, dated July 8, 1908, known as the "General Interswitching Order," allows connecting or line haul carriers to absorb the toll for the interswitching of competitive traffic, and provides a tariff applicable to traffic destined to consignees located upon, or reasonably convenient to, the tracks of the contracting carrier or to consignees who have customarily accepted the contracting carrier's delivery, for which, after it has been shipped, the consignee requires an interswitching delivery involving an additional service. The rate allowed was twenty cents a ton for any distance not exceeding four miles, with a minimum per car of $3 and a maximum of $8.

In the case of traffic destined to consignees located upon or reasonably convenient to tracks other than those of the contracting carrier, the order provided that one-half the toll be paid by the contracting carrier.

The question was next considered by the Board in an application by the Canadian Pacific Railway Company to make this General Interswitching Order applicable to the switching situation at London, which was governed by a special Order of the Board, dated July 25, 1905. In discussing this particular application, the then Chief Commissioner, Mr. Justice Mabee, stated that when the general question of interswitching was under investigation, it was not intended that the order covering the interswitching at London should be interfered with, and distinguished between railway sidings and team tracks on the one hand and industrial or business spurs on the other.

The companies, however, made little or no attempt to confine interswitching solely to business and industrial spurs, but extended it to the team tracks of each other. The question next came up on the complaint of the general traffic manager of the Canadian National Railways, complaining that the Grand Trunk Railway at Toronto issued peremptory orders refusing to accept for team track delivery in its Toronto yards carload freight moving in Toronto over C.N.O.R. lines, while for convenience the owners desired delivery upon the team tracks of the Grand Trunk in Toronto.

Previous to the General Order No. 4988, carload freight received at Toronto over the C.N.O.R. lines was accepted for team track delivery by the Grand Trunk, and the judgment of Chief Commissioner Mabee in the Canadian Pacific Railway Company's application referred to raised a doubt, it was alleged, in the minds of the carriers as to the obligation of a switching line to provide team track facilities when, for the convenience of the owner, such is desired: and the C.N.O.R. application was for a ruling whether, under the General Order No. 4988, companies were required to accept from a connecting carrier carload freight, when for the convenience of the owner team track delivery within the company's yard limits was obligatory or not.

Under direction, the Secretary of the Board advised the Traffic Manager of the C.N.O.R. that the interswitching order dealt only with the tolls payable, and was never intended to compel one railway to turn over its entire terminals to another or others. Notwithstanding this intimation from the Board, railway companies continued to allow the use of their team tracks for interchange service.

In addition to the order in the London case, specific orders of interchange were made to apply to Lindsay, Ont., New Westminster and Rossland, B.C. The position, therefore, was that the mandatory orders applicable to the specific points mentioned covered team track delivery, whereas the General Interswitching Order No. 4988, dated July 8, 1908, did not.

Team tracks form part of the railway's terminals. Instances in which the companies refused to throw their team tracks open to the interswitching service were becoming more numerous. These terminals cost the companies large sums of money, and the objection was to making them available to competing companies to carry on business without expense. On the other hand, public interest in interswitching is a question of vital importance. Companies could charge full tariff rates for the distance comprised in interswitching movements for team track deliveries, the effect of which was to form an embargo and to shut off the movement of freight to certain portions of territory served by Canadian railways. On this point the Chief Commissioner expressed himself as follows:—

> "I am of opinion that interswitching should be no longer carried on as a matter of grace, but as a matter of right. The general order ought not to be merely a tariff, but an order which provides for and compels the service to be given. I think that carriers should be compelled at all times, according to their powers, to furnish an interswitching service, equal to the service accorded their own traffic, at all points where interchange tracks are not installed or may hereafter be provided, and that the line carrier, when required by the shipper or consignee, should be compelled to place cars at the proper point of interchange and to requisition the service of the interswitching carrier or carriers."

Distinction is made in the judgment between the use of team tracks and private sidings. The interswitching toll of one cent per hundred pounds for private sidings approved. As the carrying capacity of cars increased, the maximum of $8 was struck out. Minimum rate increases from $3 to $5 a car for a certain class of commodities. The present minimum of $3 a car applicable to traffic included in the 7th, 8th, and 10th classes of the Canadian Freight Classification continued. Sidings used by railways for spotting cars to be loaded or unloaded by any industries abutting on such sidings, directly from or to such abutting property, to be considered as a private siding irrespective of the fact that the track is built on railway land. The line carrier's duty to absorb one-half of the terminal carrier's charge for interswitching to or from private or industrial sidings to be continued, subject, however, to a minimum gross earning to the line carrier of $12 a car.

The interswitching service to extend to team track deliveries, subject to two conditions: First, in time of congestion the railway company owning the terminal facilities first to look after the placing of cars containing traffic originating on its own line; secondly, that the company be allowed two cents per 100 pounds for the actual weight carried, subject to the minimum of $6 a car.

In the case of team track deliveries, the line carrier ought not to be compelled to absorb any greater portion of the terminal carrier's charges than in the case of a private siding delivery. The reasons for judgment make it abundantly clear that the only justification for subjecting the facilities of one company to the business of the other is that of public interest and convenience. In the absence of joint tariffs, interswitching becomes necessary. The duty is imposed upon railway companies by the statute to make joint rates and move traffic on a continuous route where two or more railways are concerned in it. Provision made by the judgment, if the initial carrier fails to place a car within 48 hours after the usual orders have been placed, or if traffic on its line is embargoed, that the initial carrier must, at the request of the shipper, accept and place the empty cars belonging to any other carrier, and that in such case the railway's interswitching toll shall be the only remuneration to the carrier.

The question of allowances for cartage which, when properly published and filed, were recognized, discussed in the judgment, but no disposition of it made.

APPLICATION OF THE BRANTFORD AND HAMILTON ELECTRIC RAILWAY COMPANY *in re* FILING OF TARIFFS FOR GENERAL ADVANCE IN TOLLS.

Application was made to the Board by the Brantford and Hamilton Electric Railway Company for authorization to put into force the same increases in freight rates as have been authorized in the case of steam railways, as well as in the case of certain electric lines. It was represented that the railway had no agreements with municipalities, so holding down the limits of freights rates as in any way to conflict with the present application.

The railway is 23 miles in length and has a capitalization, on the basis of stock and bonds, of $41,739.13 per mile. Its earnings, per mile, on the basis of net earnings from operation, less taxes, have been for the years 1915-1917 as follows:—

1915	$1,175
1916	1,199
1917	2,207

Held, Mr. Commissioner McLean in his judgment, dated May 29, 1918, concurred in by Chief Commissioner Drayton, that a case for the increase in freight rates as asked for had been made out and that an order should go accordingly, subject to compliance with the statutory requirements as to publication of standard tariffs.

TOLLS—COMPETITION—STERNE & SONS V. CANADIAN FREIGHT ASSOCIATION.

The respondent is justified in increasing the toll charged, through misapprehension, on asbestos cement in a plastic form, where it is in competition with stove putty used for the same purpose.

The application was for an order directing the respondent to accept and carry asbestos cement at the tolls provided for in item 3, p. 95, Canadian Freight Classification, No. 16.

The facts are fully set out in the reasons for judgment of Deputy Chief Commissioner Nantel, dated May 31, 1918, concurred in by Mr. Commissioners McLean and Goodeve. 23 Can. Ry. Cas. 171.

LEMIEUX V. BELL TELEPHONE COMPANY.

It is unjust discrimination for a public utility company, whose tolls should be equalized according to the services rendered, to charge double the toll at the attended stations for local calls compared with the toll at the coin-box booth, both being public telephones. The Board ordered the respondent to equalize its tolls for local calls by fixing a toll for local messages on a "two-number basis" from public telephones inside the base toll area at five cents, and outside thereof at ten cents.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, June 4, 1918, concurred in by the Chief Commissioner, Deputy Chief Commissioner and Mr. Commissioner McLean. 23 Can. Ry. Cas. 141.

APPLICATION OF THE CHATHAM, WALLACEBURG AND LAKE ERIE RAILWAY CO. FOR PERMISSION TO FILE TARIFFS PROVIDING FOR GENERAL ADVANCE IN TOLLS.

Application was made to the Board by the Chatham, Wallaceburg and Lake Erie Railway Company for sanction to increase its rates for the carriage of freight and of passengers to the same extent as has been permitted by the Board in the case of steam railways.

The railway company represented that it had no agreement with any municipality which in any way limited the rates, either freight or passenger, which it may charge. It further represented that the present application did not involve an increase in the existing 5-cent fare applicable in the city of Chatham.

The railway is 40.6 miles in length and has a capitalization of $35,839.90 per mile, allocated as follows,—stock, $18,733.99; bonds, $17,185.91.

On a mileage basis, its net earnings from operation, less taxes, have been for the years 1915-1917 as follows:—

1915	$ 801
1916	1,601
1917	1,053

These earnings are low as compared with those of the Brantford and Hamilton, the London and Port Stanley, and the Windsor, Essex and Lake Shore Rapid Electric Railway Companies, whose applications for rate increases have been dealt with by the Board.

For the calendar years 1915 to 1917, the following results are available:—

Year.	Gross revenue.	Operating expenses.	Net revenue.
1915	$137,627 83	$119,608 87	$18,018 96
1916	143,798 64	126,025 67	17,772 97
1917	131,326 30	129,523 60	1,802 70

The fiscal years ending June 30 are used in the computations that follow because there is available in connection therewith the detail of the Government returns, and such material is also more readily comparable with what has been used in other cases.

The financial situation of the applicant company for the fiscal years 1915 to 1917 is summarized in the following statements:—

	1915.	1916.	1917.
Net earnings from operation less taxes	$32,549 57	$65,103 85	$42,762 92

The Company has outstanding $760,000 of common stock on which no dividends have been paid during the period in question. It has also outstanding $694.500 of funded debt paying five per cent—that is, an annual interest charge of $34,725.

The interest charge on floating debt was:—

1915	$1,343 38
1916	3,665 56
1917	2,736 13

Summarizing the detail above set out, the situation is:—

	1915.	1916.	1917.
Balance after deducting fixed charges and taxes	$2,175 13 (def.)	$30,378 85	$8,027 90
Balance after deducting above and interest on floating debt	3,518 51 (def.)	26,513 29	5,291 77

Held, Mr. Commissioner McLean in his judgment, dated June 7, 1918, concurred in by Chief Commissioner Drayton, that a case for the increase in rates as asked for had been made out, and that an Order should go subject to compliance with the statutory requirements as to publication of standard tariffs.

In re APPLICATION OF THE WINDSOR, ESSEX AND LAKE SHORE RAPID RAILWAY COMPANY, FOR PERMISSION TO FILE TARIFFS FOR GENERAL ADVANCE IN TOLLS FOR CARRIAGE OF FREIGHT.

Application was made to the Board by the Windsor, Essex and Lake Shore Rapid Railway Company for permission to put into force the same increases in freight rates as have been authorized in the case of steam railways, as well as in the case of certain electric lines.

It was represented by the railway that the only agreement existing with any municipality which in any way has a bearing on the levels of freight rates is section 7 of By-law No. 1101 of the city of Windsor. Said by-law respecting the Windsor, Essex and Lake Shore Rapid Railway Company was passed the 15th day of December, 1903, and refers to an earlier by-law of the corporation of the city of Windsor, No. 1056, dated June 9, 1902. By-law No. 1101 appears to have been passed in view of certain amendments which were desired in By-law No. 1056, said amendments being in respect of the extension of the period during which the railway operating within the limits of the city of Windsor was to be exempt from taxation; and also dealing with the contribution by the railway company to the cost of certain paving improvements.

By-law No. 1101 above referred to, by section 7 thereof, reads as follows:—

> "The company shall carry freight to and from Windsor upon the entire or any portion of its system at rates not in excess of regular steam railroad rates, for similar distances and between the same places."

It would appear from the wording of this section that the intention of the by-law was that whatever the steam railroad rates in the area as defined might be from time to time, the rates as charged by the Windsor, Essex and Lake Shore Rapid Railway Company should not exceed them.

The railway has an operating length of 39.156 miles. It has a capitalization of $750,000 of stock and $750,000 of mortgage bonds outstanding. No dividends are returned as having been paid upon the stock during the period 1915-17. The mortgage bonds bear interest at 5 per cent, thus amounting to $37,500 annually. In 1915 only $24,500 of the interest charges on the bonds were paid. The interest payments have been averaged up in the years 1916 and 1917. The road has a capitalization of $38,308 per mile.

Held, Mr. Commissioner McLean in his judgment, dated June 7, 1918, concurred in by Chief Commissioner Drayton, that a case for an increase in freight rates as asked for had been made out and that an Order should go subject to compliance with the statutory requirements as to publication of standard tariffs.

Re EXTENSION OF KINNEAR YARD, HAMILTON, ONT.

The original application made in this matter was to expropriate land for the purpose of extending the Kinnear yard of the Toronto, Hamilton and Buffalo Railway Company.

The company made out the necessary case under the provisions of the Railway Act. The Board found that the public business to be carried by the company demanded the extension of the Hamilton facilities. The Board, although finding that the necessity for the extension existed, did not issue an order for the expropriation, but gave the city the opportunity of leasing the land which was sought to be taken, for a period of five years. The Board's judgment reads:—

> "Under these circumstances, the Board has no alternative but to approve the application, unless some arrangements can be made between the parties.
>
> "At the hearing, I indicated that the matter should be arranged. The city are the owners of the land in question; they do not desire that the company's

holdings in the south end of the city should be increased and the movement of the company's facilities from its present site rendered the more difficult and expensive.

"On the other hand, at the present time, every one realizes that it is impossible to carry into effect the Tye-Cauchon report. I trust also that every one realized that Hamilton's traffic, as well as the through traffic, must be provided for, and that the present is no time to add to difficulties of transportation.

"My suggestion was that, instead of an expropriating order going, Hamilton would allow the company to occupy the land, which is at the present put to no use whatever, for the period of five years, and five years only; without any provision for renewal. At the end of the five years the city and the railways may be in a position to finance the ultimate solution of the Hamilton railway problem whatever form it may take. If, on the other hand, nothing can even then be done, the company will still be in just as good a position to make an application for an order of expropriation as it is to-day."

Held, Chief Commissioner Drayton in his judgment, dated June 12, concurred in by Mr. Commissioner Goodeve, that the Board has no jurisdiction to order that a lease be given on the terms indicated. Held, further, that as pointed out in the main judgment, the Board could order the land to be expropriated and that an order would go for expropriation on the expiration of ten days from the issue of the judgment, unless in the meantime a lease was given by the city or the railway company embodying the provisions referred to.

CRUSHED STONE, LIMITED, AND HENDERSON FARMERS' LIME AND PHOSPHATE COMPANY V. GRAND TRUNK RAILWAY COMPANY.

The jurisdiction of the Board as to tolls concerns only their reasonableness; no matter how much the development of an industry may be in the public interest, the Board is not authorized to be an arbiter of industrial or public policy and cannot strike a low toll basis, independent of its reasonableness, but carriers may in their discretion install development tolls.

British Columbia News Co. v. Express Traffic Association, 13 Can. Ry. Cas. 178; Massiah v. Canadian Pacific Ry. Co., 17 Can. Ry. Cas. 88, at p. 90; Western Retail Lumbermen's Association v. Canadian Pacific, Canadian Northern and Grand Trunk Pacific Ry Cos. 20 Can. Ry. Cas. 155, at p. 158 followed.

Comparing the commodity mileage scale on agricultural limestone with the special commodity tolls on crushed stone, and taking into consideration that the volume of traffic on agricultural limestone to large consuming points is not comparable with crushed stone, and that the latter commodity has been granted low commodity tolls by the carriers in their discretion, it has not been established that the existing toll basis is unreasonable.

Provincial Stone and Supply Co. v. Grand Trunk Ry. Co., 22 Can. Ry. Cas. 411, at p. 413, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, June 18, 1918, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Goodeve, 23 Can. Ry. Cas. 132.

CITY OF VICTORIA AND ATTORNEY-GENERAL FOR BRITISH COLUMBIA V. ESQUIMALT AND NANAIMO RAILWAY COMPANY.

The Board has only such jurisdiction as is given by the express terms of the statute or by the necessary implications therefrom.

Section 59 does not confer jurisdiction on the Board to order a combined highway and railway bridge. The Board having found upon the evidence that the respondent built the extensions on either side of a railway bridge for the pedestrian use of the public, it was held that the footpaths so provided were, in fact, public ways and communications.

Duthie v. Grand Trunk Ry. Co., 4 Can. Ry. Cas. 304, at p. 311, followed.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated March 30, 1918, concurred in by the Assistant Chief Commissioner, Mr. Commissioner Goodeve and Mr. Commissioner Boyce, 24 Can. Ry. Cas. p. 84.

In re APPLICATION OF G. H. FURNIVAL OF EDMONTON, ALTA., AND GRAND TRUNK PACIFIC.

This was an application of G. H. Furnival, of Edmonton, Alta., in respect of damage claims against the Grand Trunk Pacific Railway Company in connection with lot No. 16, block 13, river lot 14, in the city of Edmonton, 105th avenue. The case was heard at the sitting of the Board in Edmonton on the 11th June, 1918.

Held, Mr. Commissioner Boyce in his judgment, dated June 25, 1918, concurred in by Assistant Chief Commissioner Scott, that the Board had no jurisdiction to make an order either (a) directing the railway company to make compensation to the complainant, or (b) directing the railway company to treat with the complainant with a view to awarding such compension.

APPLICATION OF THE MUNICIPALITIES OF BURNABY AND COQUITLAM, B.C., *re* VANCOUVER, VICTORIA AND EASTERN RAILWAY AND NAVIGATION COMPANY.

This was an application made to the Board by the municipalities of Burnaby and Coquitlam, B.C., for an order requiring the Vancouver, Victoria and Eastern Railway and Navigation Company to complete the work required to be done under the Board's Order No. 25260, dated August 10, 1916.

By Order No. 25260, after a hearing at Vancouver on June 26, 1916, the Board approved the changes in the line of the Vancouver, Victoria and Eastern railway near Sapperton, B.C., which changes involved,—

> "(*a*) A change of alignment at the crossing of the North Road, in the district of New Westminster.
>
> "(*b*) The diversion of Brunette Road, on the line 'D' 'E' 'F', shown on the plan, and the closing of the portion of the Brunette Road coloured yellow on the plan.
>
> "(*c*) The construction by the applicant company, at its own expense, of a bridge carrying the North Road over the line of railway as now proposed to be constructed."

The bridge to be constructed over the North Road was to be built of steel, with a width of 24 feet on the roadway, and with 6-foot sidewalks extending on each side, detail plans showing the proposed bridge to be filed by the railway company for the approval of an Engineer of the Board, and the new bridge was to be installed and completed within a year from the date of the order. By Order 26342, dated July 20, 1917, time for completion of the bridge was extended until January 1, 1918, no objection to the extension being offered on behalf of the municipality.

Plans of the proposed bridge were duly submitted to the Board and to the municipality, in accordance with the Order above referred to, and were approved by the Chief Engineer of the Board April 4, 1917. The municipality received the plans of the proposed structure on the 20th March, 1917, and as they were not approved by the Board's Chief Engineer until April 4th following, there was ample time to object to any structural features had the municipality been dissatisfied. No objections were raised, however, and after approval of the plans, a copy was sent to the municipality under date 4th April, 1917, with a statement that the plans had been so approved. Receipt of this plan was acknowledged by the clerk of the municipality under date

12th April, 1917. The subsequent complaint of the solicitors of the municipality, addressed to the Board, that the plan was approved before the engineer of the municipality had an opportunity of seeing it, does not seem to be a meritorious one. Under date 16th April, 1917, the solicitors of the municipality submitted the suggestions of their engineer as to the plans.

Held, Mr. Commissioner Boyce in his judgment, dated June 25, 1918, concurred in by Assistant Chief Commissioner Scott, agreeing with the disposition contained in the memorandum of the Board's Engineer contents of which were communicated to the complainants in a letter from the Board, dated February 16, 1917, that the complaint should be dismissed with leave to the complainants to apply to the Board as regards any of the matters arising out of the temporary timber abutment supporting the southerly end of the bridge.

APPLICATION OF THE HULL ELECTRIC RAILWAY COMPANY *re* FILING OF TARIFFS FOR GENERAL ADVANCE IN TOLLS.

Application was made to the Board by the Hull Electric Railway Company for authority to file tariffs providing for a general advance in the tolls for the carriage of passengers and freight over its line, in the same manner and to the same extent as has been permitted by the Board in the case of steam railways.

At the hearing, counsel for the town of Aylmer desired to have an opportunity to file a written statement of the town's position in the matter. Leave was granted, ten days being allowed for filing said statement; and, on subsequent request, additional time was granted. The written submission of the town of Aylmer was submitted to the Board.

The answer stated that the town of Aylmer and its people would be seriously injured by the increases proposed. Reference is made to the effect the increased passenger rates would have on the summer population of Aylmer. It was contended that the railway has only limited freight facilities and that the freight rates charged from Ottawa to Aylmer are already sufficiently high, and much higher, in proportion to distance, than on most steam railways.

The answer stated:—

> "The company seeks to justify its application for increase of tolls on three grounds, viz: (1) increased costs of material, equipment and labour; (2) increased operation ratio for the eight months commencing July 1, 1917; and (3) the necessity of doing work of maintenance which has been deferred."

It was contended that the grounds referred to did not justify the application and that the company's statements were incomplete, inaccurate and misleading.

It was admitted that costs of materials had increased, it being stated, however, that this was "largely owing to unusual and temporary conditions." It was contended that costs had not increased in the same ratio as contended by the railway; and it was further contended that there had been an increase in the company's revenue from the operation of its road during the past year and recent years which more than compensates for any increase in expense of operation and maintenance.

The company's submission as to the increase in the operating ratio for the eight months beginning July, 1917, was regarded, in the answer, as being misleading on the ground that it included months in which, on account of winter conditions, there were heavy operating costs, while at the same time it excluded four more profitable months, whose greater traffic would bring down the ratio.

Held, Mr. Commissioner McLean in his judgment, dated June 26, 1918, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott, Deputy

Chief Commissioner Nantel, and Mr. Commissioner Boyce, that a case for the increase in rates had been made out. Held, further, that this involved not only the authorization as to increase of existing special rates but also of the standard rates as well. Held, further, that in the case of the passenger standard, this would be authorized at 2·875 cents per mile; the increased rates to be made effective within fifteen days, contingent upon compliance with the statutory requirements as to publication of standard tariffs.

SIDNEY BOARD OF TRADE V. GREAT NORTHERN RAILWAY COMPANY.

Under section 315 (5) where traffic moves under substantially similar circumstances and conditions, carriers are justified in charging lower tolls to Victoria, B.C., an ocean terminal point, for the longer haul than for the shorter haul to Sidney, B.C., an intermediate point, where Victoria is, and Sidney is not, subject to competition.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated June 26, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 173.

RESIDENTS OF MASSETT V. GRAND TRUNK PACIFIC STEAMSHIP COMPANY.

The Board has no jurisdiction to deal with a tariff of tolls for water-borne traffic between local ports, no part of such traffic being attributable to railway traffic.

Dawson Board of Trade v. White Pass & Yukon Ry. Co., 9 Can. Ry. Cas. 190, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, June 26, 1918, concurred in by the Assistant Chief Commissioner, 23 Can. Ry. Cas. 121.

ALBERTA UNITED FARMERS V. CANADIAN PACIFIC RAILWAY COMPANY.

Under section 245 the Board has no jurisdiction to direct railway companies to bear the cost of installation and maintenance of telephones in their stations, but it has jurisdiction to direct them to permit municipalities or corporations carrying on a telephone business to install instruments without charge to the railway companies in their stations.

Peoples and Caledon Telephone Cos. v. Grand Trunk and Canadian Pacific Ry. Cos., 9 Can. Ry., Cas., 161; Province of Manitoba v. Canadian Pacific Ry. Co., 21 Can. Ry. Cas. 445, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, June 27, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 104.

EXTENSION OF KINNEAR YARD AT HAMILTON, ONT. FILE NO. 28230.

Judgment, Chief Commissioner Drayton, dated June 27, 1918, concurred in by Commissioner Goodeve.

Exception has been taken by the Toronto, Hamilton and Buffalo Railway Company to the Board's direction that instead of an order of expropriation going, the city might, if it so desired, lease the property for a term or five years. The company insists that an expropriatory order should issue for the following reasons:—

> "1. At the expiration of the lease, the company would be utterly unable to handle its business were the tracks to be pulled up and the property given back into the hands of the city. The use of the tracks at the present time is necessary beyond all question, and 5 years from now, with the continued growth of the country and traffic over the railway, their use would be vastly greater.

> "2. The cost to the company of putting the property into shape for use by it during the term of the proposed lease would be entirely out of proportion to what the company would gain by it. There would be an unavoidable loss of about $13,000. An approximate estimate of the cost of the work on the city property amounts to over $24,000. We could not afford to incur the risk of such loss.
>
> "I trust, therefore, that the Board, having found that the application is well founded and that the property in question is required in the public interest by the railway company, will see fit to make the usual order under section 178 authorizing the company to take the land."

It cannot be disputed that the Board's direction is in ease of the municipal situation, nor can it be disputed that under ordinary circumstances, the duty of the Board, on satisfying itself that the property is required in the public interest, is to issue an order of expropriation.

The Hamilton railway situation cannot be so described, nor can it be described as satisfactory. The different reports that have been made at least deserve careful study. It may be that the railway finally will have to be left where it is. It may be again that it can and ought to be moved on fair and just terms; and the city's application having been made, the Board's view was and is that in case it is shown to be feasible to change the railway location, that change ought not to be made unduly expensive and the property interests of the company left as near as may be as they now are until that question is decided.

The situation is really not that which the company seems to fear. There is no doubt as to the growth of Hamilton's industries and the necessity of tracks. I have no doubt that the same conditions will exist in five years' time when, if necessary, an order of expropriation can be made; but it is to be hoped that before the expiration of five years the permanent solution of Hamilton's railway problem will be evolved. This permanent solution must undoubtedly include proper and sufficient facilities for the Toronto, Hamilton and Buffalo railway. The application for an order is not dismissed; the Board is seized of the matter. It is to be hoped that an order of expropriation will never be necessary, but that both the municipality and the railways will recognize their common interests and adjust, within the period of the lease, the difficulties of to-day.

If necessary an order of expropriation can be made as well in five years' time as to-day. In view of the fact that the municipality states it is prepared to give the lease suggested, possession of the property can be had, and it well may be that no extra cost will be entailed upon the railway by the form in which it gets possession.

TOLLS—DELIVERY—GRAIN GROWERS B. C. AGENCY V. CANADIAN NORTHERN RAILWAY COMPANY.

A carrier is bound to have a place of delivery for traffic destined to a point to which it has quoted a tariff of tolls free from the imposition of a switching toll on shipper or consignee, therefore, an order may go permitting the respondent to refund the moneys it has collected under their switching conditions at the point in question.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated June 27, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 169.

SOUTH ALBERTA WOOL GROWERS' ASSOCIATION *v.* CANADIAN PACIFIC RAILWAY COMPANY.

The Board declined to approve a reduction in the minimum C.L. weight on sheep from 16,000 pounds to 12,000 pounds in single-deck cars.

The facts are fully set out in the reasons for judgment of the Assistant Chief Commissioner, dated June 28, 1918, concurred in by Mr. Commissioner Boyce. 24 Can. Ry. Cas., p. 54.

In re APPLICATION OF W. S. HENDERSON, DRUMHELLER, ALBERTA, FOR SPUR.

This was an application made to the Board by W. S. Henderson, of Drumheller, Alta., for the construction of a spur near the High Level bridge at Lethbridge, Alta., on the line of the Canadian Pacific Railway Company, to serve a coal property owned by the applicant adjacent to Belly river, about one and one-half miles distant from Lenzie siding on the line of the said company. The applicant desired that the company should construct, or at least supply the steel for the construction of a siding from the railway to the coal property. The railway company had two objections to the application: one, that steel was scarce and that it was difficult for the company to supply the rails; and, the other, that it would be inconvenient and unremunerative for the company to operate the spur. The company further intimated that if the applicant could deliver coal to the railway company at its Lenzie siding the company would handle it.

The facts are fuly set out in the judgment of Assistant Chief Commissioner Scott, July 2, 1918, concurred in by Mr. Commissioner Boyce, dismissing the application.

ABREY V. CANADIAN PACIFIC RAILWAY COMPANY.

Under section 254 the respondent is only obliged to maintain right of way fences turned into the track at each end of the bridge over the Souris river, a stream on which timber may be floated; therefore, under section 230 the respondent is prohibited from placing fences, which would amount to an obstruction, across the river.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 4, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 17.

CITY OF VANCOUVER V. VANCOUVER, VICTORIA AND EASTERN RAILWAY AND NAVIGATION COMPANY.

In a case of dispute between a municipality and a railway company over the cost of a bridge carrying a highway over a railway, of which each pays a certain proportion, where owing to the length and intricacy of the accounts it is impossible for the Board in the exercise of its jurisdiction to decide the question at issue at an ordinary hearing, the matter was referred to a referee under section 60 to take the accounts and report to the Board what amount (if any) is due by one party to the other, the reference being at the applicant's risk as to costs.

North Bay Landowners v. Canadian Northern Ry. Co. ante p. 35.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, July 9, 1918, concurred in by the Assistant Chief Commissioner. 23 Can. Ry. Cas. 123.

MCKENZIE V. CANADIAN PACIFIC AND CANADIAN NORTHERN RAILWAY COMPANIES.

Carriers will not be ordered to supply special doors for box cars, used to carry sand or gravel, as in the case of grain shipments, the circumstances and conditions (see section 317) of sand and gravel traffic being dissimilar to those of grain traffic.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 9, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 99.

BRANDON SHIPPERS V. CANADIAN PACIFIC AND GRAND TRUNK PACIFIC RAILWAY COMPANIES.

An interchange track between the lines of the Canadian Pacific Railway Company and a branch line of the Grand Trunk Pacific Railway Company was ordered by the Board to be constructed at Forest, ten miles from Brandon, at the expense of the Grand Trunk Pacific Railway Company in order to give Brandon a connection with the latter railway.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 9, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 28.

CANADIAN PACIFIC RAILWAY COMPANY V. CANADIAN NORTHERN RAILWAY COMPANY.

An agreement between two railway companies for the construction of falsework to carry the line of railway of one company over the tracks of the other company without the standard clearances, may properly contain a clause indemnifying the company whose line is crossed, from all loss, damage or expense of any nature occasioned to it, including loss, damage and expense that has been occasioned, or contributed to, by the negligence of its servants or agents or otherwise howsoever.

The facts are fully set out in the reasons for judgment of the Assistant Chief Commissioner, dated July 10, 1918, concurred in by Mr. Commissioner Boyce, 24 Can. Ry. Cas. p. 5.

In re APPLICATION OF SECURITY TRAFFIC BUREAU.

This was an application by the Security Traffic Bureau for a revised rating on shipments made in 1912 said to consist of baseboards and casings, although described by shippers in bill of lading as mouldings. The Board was asked to rule as to the correctness of a claim made by the Security Traffic Bureau against the Canadian Pacific Railway Company, and refused by that company, and to decide whether it should be allowed.

At the hearing no one appeared for the complainants,the railway company being represented by counsel. It appeared that the shipment described in the bill of lading, which was dated as far back as April 27, 1912, from Radford-Wright Co., as shippers, to Galvin-Watson Co. at Wilkie, Sask., was made from Winnipeg and was billed by the shippers and charged by the Canadian Pacific Railway Company as 62 bundles of mouldings, weighing 3,970 pounds. The shipment was accepted as mouldings, and the rate on mouldings was charged and paid.

Four years later, on April 12, 1916, the Security Traffic Bureau of Minneapolis entered a claim against the Canadian Pacific Railway Company for reduction from 1st to 3rd class on 2,850 pounds (involving a refund of $11.97) of the total weight of 3,970 pounds on the grounds that while the shipment was described as mouldings, it really consisted of casings, baseboards and window stools to the extent of 2,850 pounds thereof. It is to be noted that the invoice submitted showed no weight, but the shippers' estimate as to the proportion of shipment which should take the 3rd class rate, was supposed to be taken. The railway company rejected the claim, and on the 28th March, 1918, complaint was made to this Board.

Mouldings move as 1st class under Canadian Freight Classification No. 15, page 48, item 63, and the shipment as described, was properly subject to that rate. Casings and window stools are not shown in the classification but, under items 47 and 48, boards plain and moulded for wainscotting, etc., took the 3rd class rate; and, under item 49, the same articles n.o.s. also took the same rate. The complainants contended that casings, baseboards, and window stools, were simply boards plain and moulded, and such of them as were in the shipment should be classified at 3rd class.

The whole question resolved itself into one of interpretation of Canadian Freight Classification No. 15, in force at the time the shipment was made.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, July 10, 1918, concurred in by Assistant Chief Commissioner Scott, dismissing the complaint.

APPLICATION OF THE CITY OF WINNIPEG, MAN., FOR AN ORDER TO EXTEND THE DELIVERY LIMITS OF THE EXPRESS COMPANIES IN THE CITY OF WINNIPEG. FILE 4214.145.

Judgment, Assistant Chief Commissioner Scott, dated July 10, 1918, concurred in by Commissioner Boyce:—

The city of Winnipeg applies for the extension of the express delivery limits in the southwest part of Winnipeg, from its present boundary Daly street westerly to the centre line of the Canadian Northern Railway.

After the hearing at Winnipeg, the commission had an opportunity of going over the ground and making an inspection of the territory which the city asks to have included in the express delivery limits. There are no paved streets in the territory in question. It can be reached either from Pembina highway or Osborne street, both of which are paved. It is entirely a residential section, the western portion of which contains a good deal of vacant land. The territory between Cockburn and Daly streets is the most populous of the section, and I think it might be included in the free delivery limits. Cockburn street is the western limit of the free delivery area north of the Canadian Northern Railway yards. Therefore, if Cockburn is taken as the western boundary south of the Canadian Northern Railway yards, we will just be continuing the line north of the railway property southerly.

I think an order should go extending the delivery limits to include the territory bounded on the north by Kylesmore avenue, on the West by Cockburn street, on the south by the south line of lot No. 17, St. Boniface, and on the east by Daly street.

BIENFAIT COMMERCIAL COMPANY V. CANADIAN PACIFIC RAILWAY COMPANY.

Where an industrial spur is built in the interests of commerce at the expense of the industry to be served, the entire cost both of construction and maintenance should be borne by such industry.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 10, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 62.

MONTREAL AND SOUTHERN COUNTIES RAILWAY COMPANY V. TOWNS OF GREENFIELD PARK ET AL.

Agreements between municipalities and a railway company do not oust the jurisdiction of the Dominion Parliament and the Board in their administration of the Railway Act and in the fixing of tolls. Inasmuch as the agreements in question have not been validated by legislation and submitted to or approved by the Board, and in view of the greatly increased costs of transportation, the Board finds the increased tolls desired by the applicant to be just and reasonable.

In re increase in Passenger and Freight Tolls (Increase in Rate Case), 22 Can. Ry. Cas. 49, Lyons Fuel and Supply Co. v. Algoma Central Ry. Co., post p. 146, followed.

The facts are fully set out in the judgment of the Chief Commissioner, July 10, 1918, concurred in by the Deputy Chief Commissioner and Commissioner Goodeve. 23 Can. Ry. Cas. 106.

In re COMPLAINT OF DAVID SPENCER, LIMITED, VANCOUVER, B.C.

This was a complaint of David Spencer, Limited, of Vancouver, B.C., against the interpretation placed by the railway companies on the ratings of the Canadian Freight Classification as applied to shipments of women's hats from Eastern Canada.

The Canadian Freight Association Westbound Transcontinental Tariff No. 1, of the Canadian Freight Association, effective September 20, 1916, provided, by item 240, a commodity rate from Eastern Canada to the British Columbia coast terminals on certain enumerated articles of clothing, including "Hats and Caps (other than millinery) taking 1st class rating in the current Canadian Freight Classification."

In March, 1917, the Cooper Cap Company, Toronto, shipped seven cases of Cotton Hats, with band or binding only, to Vancouver, B.C., on which the rate—D. 1 ($7.24) was charged, the carriers applying the rate on millinery. By error, the shippers described the shipment as millinery, but subsequently filed a claim for refund, claiming that the shipment took the commodity rate above referred to.

The Canadian Freight Association, to whom was submitted a sample of the shipment, was of the opinion that a shipment of such a nature should take the D. 1 rate on millinery. The shippers contended that the shipment consisted of "hats other than straw." Classification No. 16, item 28, of the then tariff.

The shippers appealed, and David Spencer, Limited (presumably the consignee) at any rate in similar case, also appealed to the Board against what they complained was an improper interpretation of the classification.

The facts are fully set out in the Judgment of Mr. Commissioner Boyce, July 11, 1918, concurred in by Assistant Chief Commissioner Scott, in which it was held that as regards the past shipments in question, the reasonable and fair interpretation of the classification at the time those shipments were made, entitled the complainants to the commodity rate in force at the time the shipments were made, and that an order should go accordingly.

TOLLS—CARS.—PLUNKETT & SAVAGE V. CANADIAN PACIFIC RAILWAY COMPANY.

Where the toll from the point of shipment to destination provided for a heated refrigerator car, and the transportation of a messenger, a charge made by the carrier for supplying additional heaters is not covered by the tariff of tolls, is illegal, and refund should be allowed.

The application was for an Order directing the respondent not to charge an additional heater toll of $22.50 per car from Minneapolis to Calgary, on five carload lots of bananas ex New Orleans.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated July 11, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 178.

HAMILTON RADIAL ELECTRIC COMPANY V. CITY OF HAMILTON *et. al.*

Where, under the Act of Incorporation of a railway company, municipalities are given power to enter into franchise agreements and pass franchise by-laws and by special Act, 7 and 8 Edward VII, chapter 117 (*c*), declaring such railway to be a work for the general advantage of Canada, it was enacted that the provisions of any municipal by-law relating to the company, or agreement between it and any municipality were not to be effected, the company is bound by them, and the Board has no power to increase the tolls contrary to the terms of such agreements and by-laws.

Increase in Rates Case, 22 Can. Ry. Cas. 49, at pp. 57-60, followed.

The facts are fully set out in the judgment of the Chief Commissioner, July 12, 1918, concurred in by Mr. Commissioner Goodeve, 23 Can. Ry. Cas. 114.

CITY OF PORT ARTHUR V. CANADIAN PACIFIC AND CANADIAN NORTHERN RAILWAY COMPANIES.

Where a subway was built under railway tracks in a public park, to which the railway was senior, to give access between the portions lying north and south of the railway of which the entire cost was borne by the municipality except the superstructure (borne by the railway company), and the municipality having given the land on which to lay tracks to serve elevators south of the railway of which six were to be built immediately south of the main line, applied for a subway under such six tracks, the senior and junior rule does not apply, and the cost of the work will be divided between the municipality and the railway companies interested.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, July 12, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 89.

In re APPLICATION OF TOWN OF GREENFIELD PARK.

This was an application of the town of Greenfield Park, P.Q., for better service from the Montreal and Southern Counties Railway Company.

Previous to the hearing of the application an inspection had been made by the Board's Inspector, who went very carefully into the situation and reported against the granting of the application.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, July 12, 1918, concurred in by Chief Commissioner Drayton, in which it was decided that the Board would not be justified in altering its decision and making the Order asked for.

TOLLS—INCREASE—TWIN CITY COAL CO. *et al* V. CANADIAN PACIFIC, CANADIAN NORTHERN AND GRAND TRUNK PACIFIC RAILWAY COMPANIES.

In the decision of the Board in the 15 per cent Increased Rates Case, 22 Can. Ry. Cas. 49, allowing an increase on coal of 15 cents per ton, there is no separate toll for slack coal and no distinction can be made in the tolls on slack, lump or run of the mine coal.

The application was for an order directing the respondents to reduce their tolls on slack coal to Edmonton.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated July 17, 1918, concurred in by Mr. Commissioner Boyce, 23 Can. Ry. Cas. 181.

In re COMPLAINT OF THE VIPOND FRUIT COMPANY, WINNIPEG, MAN.

This was a complaint of the Vipond Fruit Company, Winnipeg, Man., against a heater charge of $15 per car on bananas from Minneapolis to Winnipeg. The Canadian Pacific Railway Company contended that the question involved in the complaint was exactly the same as that referred to in the complaint of Messrs. Plunkett and Savage, already ruled upon by the Board, in which it was decided that the tariff did not apply to a case like the one under consideration when merely a heater had been supplied, and that, therefore, the company was not justified in making the $15 charge and that there was no tariff on file providing a charge for a heater only, for a car in transit, and the Board decided that an order should go declaring the error of the company in collecting the $15 and permitting it to pay it back.

The facts are fully set out in the judgment of Assistant Chief Commissioner Scott, July 17, 1918, concurred in by Mr. Commissioner Boyce subject to the same conditions and stipulations as were made in the case of Plunkett and Savage.

GREAT WEST, BYERS MINE COAL COMPANIES AND EDMONTON COLLIERIES V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

Where tolls are blanketed, a too rigid adherence to a mileage basis, thereby giving a sudden break in the middle of a coal shipping area between coal mines competing with each other in a common market, is undesirable.

Galbraith Coal Co. v. Canadian Pacific Ry. Co., 10 Can. Ry. Cas. 325, followed.

The application was for an order directing the respondent to reduce the toll on coal from the Great West spur to Edmonton.

The facts are fully set out in the reasons for judgment of Assistant Chief Commissioner Scott, dated July 18, 1918, concurred in by Mr. Commissioner Boyce. 23 Can. Ry. Cas. 175.

In re APPLICATION OF THE TOWN OF KENORA, ONT.

This was an application made to the Board by the town of Kenora, Ont., for permission to cross the main line of the Canadian Pacific Railway Company with a road from the town of Kenora connecting the property of the Keewatin Lumber Company, of Keewatin, Ont., with the Government Road.

The application appeared to have been made primarily for the benefit and on behalf of the Keewatin Lumber Company, whose mills are situated at Kenora. The application was not supported as being of public interest, and it was suggested that if the crossing were maintained it would be at private expense and available only to the teams of the Keewatin Lumber Company. The applicant claimed that if the crossing were allowed a more level road could be obtained for the team traffic of the lumber company between Keewatin and Kenora.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, July 18, 1918, concurred in by Assistant Chief Commissioner Scott, in which he holds that the application should be dismissed.

EDMONTON BOARD OF TRADE V. CANADIAN NORTHERN RAILWAY COMPANY.

The Board refused an application for the appointment of an agent where it appeared that it was almost impossible for railways to obtain agents to man stations much more important than the fourth class station in question, and an agent could not be installed without depriving a more important station of adequate service.

The facts are fully set out in the reasons for judgment of the Assistant Chief Commissioner, dated July 24, 1918. 24 Can. Ry. Cas., p. 7.

CANADIAN GOVERNMENT RAILWAYS V. TOWNSHIP OF MULGRAVE AND NOVA SCOTIA DEPARTMENT OF WORKS AND MINES.

Where crossings of a highway by a railway are eliminated by the diversion of a highway, the rule usually followed by the Board is to place the greater portion of the cost on the railway and the remainder on the municipality or municipalities interested. In the present case, two-thirds of the cost was apportioned to the railway and one-third to the local authorities.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated July 18, 1918, concurred in by Mr. Commissioner McLean. 24 Can. Ry. Cas., p. 68.

In re APPLICATION OF THE RIBSTONE, ALTA., BOARD OF TRADE.

This was an application of the Ribstone Board of Trade, Alta., for an order directing the Grand Trunk Pacific Railway Company to erect a suitable station and employ a permanent agent at Ribstone.

The facts are fully set out in the judgment of Assistant Chief Commissioner Scott, July 23, 1918, concurred in by Mr. Commissioner Boyce, and holding, having in mind the volume of business transacted there and the revenue the company received therefor, that an agent should be appointed and maintained at Ribstone on and after September 1, 1918.

In re APPLICATION OF RESIDENTS OF LOOMA, ALTA.

This was an application made to the Board by the residents in the vicinity of Looma, Alta., on the line of the Canadian Northern Railway, to have the station at this point moved to a more suitable location.

The facts are fully set out in the judgment of Assistant Chief Commissioner Scott, July 23, 1918, concurred in by Mr. Commissioner Boyce, granting the application and directing that the station should be moved by the company to the new site on or before the 1st September, 1918.

IN THE MATTER OF INCREASES IN RAILWAY FREIGHT RATES IN CANADA, SIMILAR TO THE INCREASES ALREADY GRANTED IN AMERICAN TERRITORY UNDER THE MCADOO AWARD, SO-CALLED.

By Order in Council, P.C. 1768, the Governor in Council, on account of the increased cost of living and that wages in Canadian territory should be increased as increased in American territory, provided that Government railway systems should make similar increases to their employees as were made by the American roads under the McAdoo Award.

The Order in Council further provided that should the privately-owned railway companies adopt the McAdoo schedule, the Board of Railway Commissioners was to prepare a schedule of rates which would grant similar increases in Canada to the increases granted in American territory, effective as of August 1, 1918.

The ex-Chief Commissioner, Sir Henry Drayton, went into the question very carefully, and in a report to Council dated July 25, 1918, deals exhaustively with the conditions in this country as compared with those in the United States territory, comparing the rates in force in the United States with those in Canada both prior to and after the McAdoo order would become effective, and made recommendations to Council providing for increases to the Canadian railways which, if adopted, would bring the Canadian rates practically in line with those enjoyed by the American railways under the McAdoo order. Speaking generally, the McAdoo order allowed a flat increase of 25 per cent over the rates theretofore enjoyed.

The recommendations of the Board were accepted by the Governor in Council, and, under the authority of the War Measures Act, 1914, by Order in Council, P.C. 1863, dated July 27, 1918, it was provided that the charges for the carriage of freight on all railways owned, operated, or controlled by the Government of Canada, and all other railways subject to the jurisdiction of the Parliament of Canada, be increased to the extent and in the manner following:—

TERRITORY EAST OF FORT WILLIAM.

Section 1.—Class Rates.

All class rates in eastern territory shall be increased twenty-five per cent.

Section 2.—Commodity Rates.

(*a*) Commodity rates on the following articles in carloads shall be increased by the amounts set opposite each:—

Increases.	Commodities.
Coal—	
Where rate is 0 to 49 cents per ton	15 cents per net ton of 2,000 pounds.
Where rate is 50 to 99 cents per ton	20 cents per net ton of 2,000 pounds.
Where rate is $1.00 to $1.99 per ton	30 cents per net ton of 2,000 pounds.
Where rate is $2.00 to $2.99 per ton	40 cents per net ton of 2,000 pounds.
Where rate is $3.00 or higher per ton	50 cents per net ton of 2,000 pounds.
Coke—	
Where rate is 0 to 49 cents per ton	15 cents per net ton of 2,000 pounds.
Where rate is 50 to 99 cents per ton	25 cents per net ton of 2,000 pounds.
Where rate is $1.00 to $1.99 per ton	40 cents per net ton of 2,000 pounds.
Where rate is $2.00 to $2.99 per ton	60 cents per net ton of 2,000 pounds.
Where rate is $3.00 or higher per ton	75 cents per net ton of 2,000 pounds.
Ores, iron	30 cents per net ton of 2,000 pounds except that no increase shall be made in rates on ex-lake ore that has paid increased all-rail rate before reaching lake vessel. The increase of 30 cents shall be added to tariffs in force prior to March 15, 1918, and the increases since allowed by the Board of Railway Commissioners struck out.
Stone, artificial and natural, building and monumental, except carved, lettered, polished or traced	2 cents per 100 pounds.
Stone, broken, crushed and ground	1 cent per 100 pounds.
Sand and gravel	1 cent per 100 pounds.
Brick, except enamelled or glazed	2 cents per 100 pounds.
Cement	2 cents per 100 pounds.
Lime and plasters	1½ cents per 100 pounds.
Lumber and other forest products not otherwise herein specifically dealt with	A flat rate of 1 cent per 100 pounds to be added to the tariffs in force prior to March 15, 1918, and the rate so obtained to be then increased by 25 per cent but not exceeding 5 cents per 100 pounds; the increase since granted by the Board of Railway Commissioners to be disallowed.

Section 2.—Commodity Rates.—Continued.

TERRITORY EAST OF FORT WILLIAM.—*Continued.*

Commodities.	Increases.
Pulpwood	25 per cent, but not exceeding an increase of 5 cents per 100 pounds.
Cordwood, slabs, and mill refuse, for fuel purposes	1 cent per 100 pounds.
Wheat	By striking out the limitation imposed of 2 cents per 100 pounds in the increase allowed by the Board of Railway Commissioners, effective March 15, 1918, and adding 25 per cent increase, but not exceeding 6 cents per 100 pounds.
Other grains, flour and other milled products	To be increased to the new wheat rates.
Live stock	25 per cent, but not exceeding an increase of 7 cents per 100 pounds where rates are published per 100 pounds, or $15 per standard 36 foot car where rates are published per car.
Packing-house products and fresh meats	25 per cent.
Bullion, base (copper or lead), pig or slab, and other smelter products	25 per cent.
Sugar, syrup, and molasses	By cancelling existing commodity rates and applying the fifth-class rate as increased hereunder.
Ice	25 per cent calculated on tariff in effect prior to March 15, 1918. Increases since allowed by the Board of Railway Commissioners to be disallowed.

(*b*) Commodity rates not included in the foregoing list shall be increased 25 per cent.

(*c*) In applying the increases prescribed in this section, the increased class rates applicable to like commodity descriptions and minimum weights between the same points are not to be exceeded.

TERRITORY WEST OF FORT WILLIAM.

Class Rates.

(*a*) All class rates shall be increased 25 per cent, calculated on the tariffs in force prior to March 15, 1918; the increases since allowed by the Board of Railway Commissioners to be disallowed.

Commodities.	Increases.
Coal and coke	Rates to be increased as rates on these commodities are increased hereunder in eastern territory.
Ores, iron	Rates to be increased as rates on these commodities are increased hereunder in eastern territory.
Ores, other	On ores not exceeding in value $25 per net ton, 1 cent per 100 pounds; on ores valued over $25 to $50, 2 cents per 100 pounds; on ores valued over $50 to $100, the 10th class rates of the merchandise distributing scale, as increased hereunder, shall apply; on ores over $100 in value the 10th class rates of the merchandise standard scale, as increased hereunder, shall apply.
Stone (artificial and natural), building and monumental, except carved, lettered, polished, or traced	By the addition of 2 cents per 100 pounds to the tariff in force prior to March 15, 1918; the increases subsequently granted by the Board of Railway Commissioners to be disallowed.

TERRITORY WEST OF FORT WILLIAM.—*Continued.*

Class Rates.—Continued.

Commodities.	Increases.
Stone, broken, crushed, and ground; also sand and gravel	By the addition of 1 cent per 100 pounds to tariffs in force prior to March 15, 1918; the increases since allowed by the Board of Railway Commissioners to be disallowed.
Brick, except enamelled or glazed	By the addition of 2 cents per 100 pounds to the tariffs in force prior to March 15, 1918; the increases since granted by the Board of Railway Commissioners to be disallowed.
Cement	2 cents per 100 pounds.
Lime	1½ cents per 100 pounds on the tariffs in force prior to March 15, 1918; the increases since allowed by the Board of Railway Commissioners to be disallowed.
Lumber	25 per cent, but not exceeding an increase of 5 cents per 100 pounds.
Grain and grain products to Fort William and Port Arthur	By the addition of the increases granted under the McAdoo Order for similar mileages in adjacent American territory, to the rates in effect prior to March 15, 1918. Where more than one tariff of an American carrier in an adjacent state exists, the rate increase shall be that allowed on the lowest normal rate for the same or similar mileages in such contiguous territory under the McAdoo Order; the increases since granted by the Board of Railway Commissioners to be disallowed. Provided that the rates on said products shall not be greater from the city of Edmonton than from the city of Calgary.
Grain, and grain products between local points and to the Pacific coast	By the addition of 25 per cent, but not exceeding an increase of 6 cents per 100 pounds to tariffs in effect prior to March 15, 1918, and by disallowing the increases since made by the Board of Railway Commissioners.
Live stock	By the addition of 25 per cent, but not exceeding an increase of 7 cents per 100 pounds where rates are published per 100 pounds, or $15 per standard 36-foot car where rates are published per car; increases to be based on tariffs in effect prior to March 15, 1918, and the increases since allowed by the Board of Railway Commissioners to be disallowed.
Packing-house products and fresh meats	By the addition of 25 per cent to the tariffs in effect prior to March 15, 1918, and increases since allowed by the Board of Railway Commissioners to be disallowed.
Bullion, base (copper or lead), pig or slab, and other smelter products	Rates from British Columbia smelters to Toronto and Hamilton to take the rates from the contiguous American smelting and shipping point, namely, Northport, Wash., to Buffalo, viz., 71½ cents per 100 pounds, Montreal to take the New York rate of 81½ cents per 100 pounds. Rates to Canadian points, other than points in eastern Canadian territory, to be advanced 25 per cent. Rates on zinc for domestic consumption to be the same as on copper and lead.
Sugar, syrup, and molasses	To be made on the basis and principle adopted hereunder for eastern territory.

(*b*) Commodity rates not included in the foregoing list shall be increased 25 per cent, calculated on the tariffs in force prior to March 15, 1918, and the increases since authorized by the Board of Railway Commissioners to be cancelled.

(*c*) In applying the increases prescribed in this section, the increased class rates applicable to like commodity descriptions and minimum weights between the same points are not to be exceeded.

TERRITORIES BOTH EAST AND WEST.

Minimum Charges.

(*a*) After the increases hereunder made in class rates, no rates shall be applied on any traffic moving under class rates lower than the amounts in cents per 100 pounds for the respective classes as follows:—

Classes..	1	2	3	4	5	6	7	8	9	10
Rates..	24	21	18	15	12	11	9	10	10	7½

(*b*) The minimum charges on less than carload shipments shall be as provided in the Canadian Freight Classification, but in no case shall the charge on a single shipment be less than fifty cents.

(*c*) Class rates.

	Increases.
Class rates between eastern and western points..	That portion of the rate applicable to eastern territory to be increased 25 per cent. and that portion applicable to western territory, 25 per cent. based on the rate in effect prior to March 15, 1918. The advances subsequently allowed by the Board in western territory shall be disallowed.
Commodity rates between eastern and western points..	On that portion of the rate applicable to eastern territory, the appropriate increase granted hereunder for the commodity for local movements in eastern territory; and on the western portion, the appropriate increase granted hereunder for the commodity for local movement in western territory. The advances allowed by the Board of Railway Commissioners in western territory, effective March 15, 1918, shall be disallowed.
(*d*) Import rates..	To be increased, subject, as a maximum, to the lowest rates obtaining from Baltimore or any North Atlantic seaport in the United States to the same destinations, except that the rates from Halifax shall be increased so as to continue on the present relative basis.

(e) Disposition of Fractions.

In applying rates, fractions shall be disposed of as follows:—

(1) Rates in cents or in dollars and cents per 100 pounds or per package:—

Fractions of less than ¼ or 0·25 to be omitted.

Fractions of ¼ or 0·25, or greater, but less than ¾ or 0·75, to be shown as one-half (½).

Fractions of ¾ or 0·75, or greater, to be increased to the next whole figure.

(2) Rates per ton:—

Amounts of less than five cents to be omitted.

Amounts of five cents, or greater, but less than ten cents, to be increased to ten cents.

(3) Rates per car:—

Amounts of less than twenty-five cents to be omitted.

Amounts of twenty-five cents, or greater, but less than seventy-five cents, to be shown as fifty cents.

Amounts of seventy-five cents, or greater, but less than one dollar, to be increased to one dollar.

(f) Observance of Differentials.

In establishing the freight rates herein ordered, while established rate groupings and fixed differentials are not required to be used, their use is desirable, if found practicable, even though certain rates may result which are lower or higher than would otherwise obtain.

(*g*) All schedules, viz., tariffs and supplements, published under the provisions of this Order shall bear on the title-page the following, in bold-face type:—

> This schedule is published and filed on one day's notice with the Board of Railway Commissioners for Canada, pursuant to Order in Council No. ....

The said Order in Council P.C. 1863 further directed that the Board should obtain from the three larger systems, that is to say, the Grand Trunk, Canadian Pacific, and Canadian National Railways, results of railway operation per month, and report on the same monthly to His Excellency in Council, to the end that should the earnings of the said companies, under this order, be greater than the sum required to meet increased costs and permit transportation to be properly and efficiently carried on, the proper reductions in the rates fixed thereunder should be made. It was further provided that the rates prescribed thereunder be effective, if filed with the Board of Railway Commissioners, as and from the 1st of August, and to remain in force for the duration of the war. These rates were continued in effect, by General Order of the Board No. 276, dated December 31, 1919, on and from January 1, 1920.

BEVERLY COAL MINE AND HUMBERSTONE COAL COMPANIES V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

A spur line constructed under the provisions of section 22 does not become part of the railway from whose line it is built under the provisions of an agreement with the owner providing that the railway company furnish the rails, ties and fastenings, which remain their property, and the owner provides the right of way even if no reference is made to such agreement in the Board's order authorizing the construction of the spur, and the Board has no jurisdiction to authorize an adjoining owner to use such spur.

Blackwoods Manitoba Brewing & Malting Co. v. *Canadian Northern Ry. Co. and city of Winnipeg, 44 S.C.R. 92, 12 Can. Ry. Cas. 45; Clover Bar Coal Co.* v. *Humberstone Grand Trunk Pacific Ry. and Clover Bar Sand & Gravel Cos., 45 S.C.R. 346, 13 Can. Ry. Cas. 162; Boland* v. *Grand Trunk Ry. Co., 18 Can. Ry. Cas. 60; Kammerer* v. *Canadian Pacific Ry. Co. 21 Can. Ry. Cas. 74, followed.*

The facts are fully set out in the judgment of Mr. Commissioner Boyce, July 31, 1918, the Assistant Chief Commissioner dissenting. 23 Can. Ry. Cas. 64.

CANYON CITY LUMBER COMPANY V. CANADIAN PACIFIC RAILWAY COMPANY.

A carrier which, for the convenience of shippers or consignees and at their request, places their cars on a private siding owned by other parties, is entitled to charge against such shippers or consignees the amount of compensation payable by the carrier to the owners of the siding for such use of it.

The facts are fully set out in the reasons for judgment of the Assistant Chief Commissioner, dated July 30, 1918, concurred in by Mr. Commissioner Boyce, 24 Can. Ry. Cas. p. 9.

In re APPLICATION OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

This was an application of the Brotherhood of Locomotive Engineers for an Order directing that all switch and transfer engines be equipped with wedge tanks, low enough for enginemen to see over, and with a headlight on the rear.

It appeared that a number of railway companies under the jurisdiction of the Board have switching engines equipped with a sloping tender so that the engineer when backing the engine can see a man whose duty it would be to couple the engine to a car. This would, doubtless, lead to the prevention of an accident where the tender is being coupled to a car, but in many cases of shunting, the car which is being attached or separated from the train, is not next the engine, but some distance away from it. In such a case where there is a box car between the man on the ground and the engineer, the box car obstructs the view and the sloping tender is of no avail. Some railway officials object to sloping tenders, because the capacity of the tender for carrying coal and water must be curtailed.

The Operating Department of the Board reported that in so far as equipping the rear of tenders with headlights was concerned that, as a matter of fact, nearly all the switchers now in use are so equipped; that a headlight on the rear end of a tender would, of course, be obstructed by a box car attached to the tender, as the view of the Engineer would be obstructed by a box car.

The facts are fully set out in the judgment of Assistant Chief Commissioner Scott, July 31, 1918, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Boyce, dismissing the application.

SIMILKAMEEN FARMERS INSTITUTE V. CANADIAN PACIFIC AND GREAT NORTHERN RAILWAY COMPANIES.

Connecting carriers should route shipments of vegetables and fruit via the shortest possible mileage routes and file appropriate tariffs of tolls.

The facts are fully set out in the reasons for judgment of the Assistant Chief Commissioner, dated July 31, 1918, concurred in by Mr. Commissioner Boyce, 24 Can. Ry. Cas. p. 125.

In re APPLICATION OF THE FORT FRANCES PULP AND PAPER COMPANY.

This was an application of the Fort Frances Pulp and Paper Company to the Board for an Order compelling the Grand Trunk and Canadian Northern Railway Companies to re-establish joint commodity rates on wood pulp from Bromptonville, P.Q., to Fort Frances, Ontario.

The facts are fully set out in the judgment of Assistant Chief Commissioner Scott, August 2, 1918, concurred in by Mr. Commissioner Boyce, to the effect that in view of the general increase in freight rates granted by the Governor in Council, by Order dated July 27, 1918, it would seem not unreasonable to increase the rate in accordance therewith, and that such increase should be made effective not later than August 15, 1918.

In re APPLICATION OF MUNICIPAL CORPORATION OF THE TOWNSHIP OF COLCHESTER SOUTH, ONTARIO.

This was an application of the Municipal Corporation of the township of Colchester South for an order establishing a highway crossing over the line of the Père Marquette Railroad, so as to connect up the highway with Oak street, in the Village of Harrow, Ontario.

The facts are fully set out in the judgment of Chief Commissioner Drayton, August 9, 1918, concurred in by Mr. Commissioner McLean, that in the opinion of the Board and in the interests of public safety the application should be refused.

IN *re* APPLICATION OF FRANK DECICCO AND MARY DECICCO, NORTH BAY, ONT., *et al.*

This was an application of Frank Decicco and Mary Decicco, of North Bay, and others, for compensation arising from the construction of the right of way of the Canadian Northern Railway Company through the town of North Bay, and for damages. The matter had already been before the Board at a previous hearing when judgment was delivered. Since the delivery of judgment a by-law was passed by the town of North Bay on the 24th June, 1918, legislating for the stopping up and closing of those portions of the streets and highways in North Bay in question herein and referred to in the said judgment. The by-law passed was the by-law which originally by Order No. 20500 the municipality undertook to pass, the Order being based upon that undertaking as well as the undertaking of the railway company as to payment of compensation or damages.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, August 15, 1918, concurred in by Chief Commissioner Drayton and Mr. Commissioner McLean, expressing an opinion that the Board should make no Order but leave all questions to be determined as originally contemplated. 23 Can. Ry. Cas. 35.

NEW MINAS FRUIT COMPANY V. DOMINION ATLANTIC RAILWAY. COMPANY.

The Board has no jurisdiction under section 284 to direct that facilities, such as sidings, should be installed between stations, and the fact that such siding has been installed by agreement between the parties does not extend the powers of the Board.

Kammerer v. Canadian Pacific Railway Company, 21 Can. Ry. Cas. 74, at p. 75 followed.

The facts are fully set out in the reasons for judgment of Mr. Commissioner McLean, dated August 16, 1918, concurred in by the Chief Commissioner. 24 Can. Ry. Cas. p. 97.

WOLFVILLE FRUIT COMPANY V. DOMINION ATLANTIC RAILWAY COMPANY.

Where the trackage for siding facilities offered by a railway company will only serve a particular site but does not give suitable accommodation for the warehouse of the applicant, the railway company may be ordered to provide siding facilities for the site selected by the applicant, but at no greater cost than if these facilities were furnished at the site proposed by the railway company.

The facts are fully set out in the reasons for judgment of Mr. Commissioner McLean, dated August 17, 1918, concurred in by the Chief Commissioner. 24 Can. Ry. Cas. p. 11.

BOLE GRAIN COMPANY V. CANADIAN PACIFIC RAILWAY COMPANY.

The practice of carriers in endorsing on a bill of lading, the provision "shippers load and count" where cars are loaded by the shipper on private sidings and not checked by the carrier, is reasonable and lawful. See sections 284 (7), 340.

The facts are fully set out in the reasons for judgment of Mr. Commissioner Boyce, dated August 8, 1918, concurred in by the Assistant Chief Commissioner. 24 Can. Ry. Cas., p. 25.

In re APPLICATION OF MESSRS. DAVIDSON & SMITH.

This was an application of Messrs. Davidson & Smith to the Board for an order directing the Canadian Northern Railway Company to allow the Canadian Pacific Railway Company to switch cars to and from the Canadian Government Elevator at Port Arthur over the Canadian Northern Railway spur and property from and to the

Canadian Pacific railway, so as to afford the applicant the same privileges as the Canadian Government Elevator, Port Arthur, Ont.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, September 10, 1918, concurred in by the Assistant Chief Commissioner, deciding that an order should go authorizing the Canadian Pacific Railway Company to use and operate the branch spur of the Canadian Northern Railway Company into the elevator of the applicants, subject to certain conditions as set out in the Board's previous Order No. 20593 in so far as they may be applicable to the joint operation of that part of the spur.

MUNICIPALITY OF MORSE V. CANADIAN PACIFIC RAILWAY COMPANY.

Where a highway is senior to a railway which crosses it, it is the practice of the Board to exempt the municipality controlling the highway from any contribution to the cost of installation or maintenance of an electric bell to protect the crossing.

The facts are fully set out in the reasons for judgment of the Assistant Chief Commissioner, dated July 17, 1918, 24 Can. Ry. Cas., p. 64.

LETHBRIDGE BOARD OF TRADE *et al* V. CANADIAN PACIFIC RAILWAY COMPANY.

As traffic increases, train service must be increased, but even where business is decreasing, such minimum train service as will enable the necessary and ordinary business of the country to be carried on should be given.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated September 30, 1918, concurred in by Mr. Commissioner Goodeve. 24 Can. Ry. Cas., p. 34.

MARTIN & ROBERTSON AND IMPERIAL RICE MILLING COMPANY V. CANADIAN FREIGHT ASSOCIATION.

A carrier is not obliged to meet water competition, and is free in its discretion to take out low competitive tolls provided there is no unjust discrimination, and the tolls made effective are reasonable in themselves.

The Board refused to restore a toll on rice in carloads (60,000 pounds minimum) of 65 cents per 100 pounds from Vancouver and Victoria to Toronto and Montreal points, in place of a toll of 75 cents (30,000 pounds minimum) temporarily reduced on account of water competition.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated October 3, 1918, concurred in by Mr. Commissioner Boyce. 24 Can. Ry. Cas. p. 141.

CAR DEMURRAGE RULES: FILE 1700.234.

Judgment, Chief Commissioner Drayton, dated October 25, 1918, concurred in by Commissioner Boyce:—

A letter has been received by the Board from the James Shearer Company, Limited, of Montreal, as follows:

> "At our yards in Montreal we are practically tied up on account of the epidemic of Spanish Influenza, and we find that the Eagle Lumber Co. at St. Jerome, to whom we are shipping material to be dressed for us, are in the same predicament and in all probability cars will be under demurrage before we can even start to unload them.
>
> "As this is a matter entirely beyond our control, we would ask if it is not possible to make special arrangements to have the demurrage charges withheld until the epidemic subsides.
>
> "We trust you will be able to do something to relieve us, otherwise we shall be heavily penalized by the railways due to the unavoidable illness of our employees."

The Car Demurrage Rules do not cover a case of this character. While the rules arrived at were largely the result of negotiation and agreement between shippers and companies, a condition such as the present was never contemplated. There is no doubt as to the effect of the present epidemic. The railways themselves are unable to handle freight concurrently. A large number of cars set out for movement cannot be moved simply because so many of the railroad men are suffering from the Influenza that it is impossible for the railways to move them. This fact is well known and has been recognized by the shipping public.

Precisely the same conditions apply to the employees of industrial and other plants. As I see it, it would be absolutely unfair and improper to penalize shippers who cannot accept cars owing to the ravages worked by the epidemic on their employees. The matter is one absolutely beyond their control. Demurrage ought not to be charged under such conditions; and in my opinion the railways ought to be advised that demurrage ought not to be charged, and that if necessary the appropriate amending Order will be made as of this date.

OKANAGAN VALLEY GROWERS ET AL V. CANADIAN FREIGHT ASSOCIATION.

Where the shortage of refrigerator cars has been relieved by supplying lined and racked box cars, but the carrier has been unable to secure a sufficient number of heaters for them, such heaters ought to be supplied as far as possible at the tolls provided by the tariffs, but in cases where heaters are supplied by the shippers, the carrier is entitled to no remuneration, and should also return the shippers' heaters from destination to point of origin free of cost.

During the shortage of 1917-18 caused by the European war, the Board declined to direct carriers to supply men to see that heaters in cars were properly looked after, when under the tariff shippers' messengers are provided with free transportation for that purpose.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated October 25, 1918, concurred in by Mr. Commissioner Goodeve and Mr. Commissioner Boyce, 24 Can. Ry. Cas. p. 55.

Re GENERAL INTERSWITCHING SERVICE, GENERAL ORDER NO. 230.

The Board's General Order No. 230 changed the interswitching practice in that it compelled railway companies to give interswitching instead of merely extending it at certain points as a matter of grace, and also threw open the interswitching service, not only to and from private sidings, but also to team tracks. Owing to protests made, the operation of the Order had been stayed.

The facts are fully set out in the judgment of Chief Commissioner Drayton, October 26, 1918, concurred in by Mr. Commissioner Goodeve and Mr. Commissioner Boyce, 24 Can. Ry. Cas. 324, that effect be given to the protests of the Canadian Manufacturers Association, the Winnipeg Board of Trade, and the Border Chamber of Commerce of Windsor, and that paragraph No. 14 of the Board's General Order No. 230 be struck out and the following substituted therefor:—

> "Should a team track shipper expressly order his shipment to be interswitched to another carrier, notwithstanding that the initial carrier upon whose team tracks the car has been loaded can furnish at the destination, itself, or through its connections, or by interswitching, the same delivery and facilities as the said other carrier at no greater charge, the said initial carrier may, in lieu of the toll prescribed in Section 6, charge and collect its ordinary published rate to the interchange, which rate shall be a lawful additional charge against the shipment;

> "Provided, however, that this alternative shall not be lawful, and Section 6 shall apply, if within forty-eight hours after the shipper has requested it, the said initial carrier fails to place a suitable car reasonably convenient for loading."

In re APPLICATION OF THE CANADIAN PACIFIC RAILWAY COMPANY TO AMEND THE BOARD'S ORDER NO. 27225.

This was an application of the Canadian Pacific Railway Company for an order amending the Board's Order No. 27225, dated May 15, 1918, issued on the application of the Canadian Northern Railway Company for approval of proposed trackage serving elevator sites at Current River, Port Arthur, Ontario, to provide for separate access for the Canadian Northern Railway Company and the applicant company to the elevators.

The facts are fully set out in the judgment of Chief Commissioner Drayton, November 4, 1918, concurred in by Mr. Commissioner Goodeve and Mr. Commissioner Boyce, that the arrangement that had been come to between the companies ought to be given effect to and the appropriate order issue, subject to the condition that the cars of one company set out for placing by the switching service of the other shall not be discriminated against, but shall be lifted and placed having regard to their priority on the standout tracks.

In re TORONTO, HAMILTON AND BUFFALO RAILWAY, KINNEAR YARD.

The question involved herein was left for some considerable time with the parties interested, with such directions as the Board thought would enable a proper solution of the immediate difficulty to be solved. No final conclusion having been arrived at between the parties, and the Toronto, Hamilton and Buffalo Railway Company insisting upon its statutory rights and Orders of expropriation, the matter came before the Board for final decision.

The facts are fully set out in the judgment of Chief Commissioner Drayton, November 4, 1918, concurred in by Mr. Commissioner Goodeve and Mr. Commissioner Boyce, and directing that an order should go granting the application of the Toronto, Hamilton and Buffalo Railway Company for the expropriation of the lands mentioned, and that a further order should also go granting the Railway Company's application for the expropriation of the Pressed Brick Company's property, upon and subject to the same terms and conditions.

In re APPLICATION OF THE CITY OF TORONTO AND BELL TELEPHONE COMPANY.

This was an application of the city of Toronto for an order giving Messrs. Clarkson, Gordon & Dilworth, chartered accountants, access to the books of the Bell Telephone Company, in order that they might ascertain whether the requested increase in the telephone tolls of the Bell Telephone Company was warranted.

A further application in this connection was made by the municipal corporations of the cities of Montreal and Hamilton and by the Union of Canadian Municipalities for an order directing the delivery of particulars by the Bell Telephone Company.

The facts are fully set out in the judgment of Chief Commissioner Drayton, November 6, 1918, concurred in by Deputy Chief Commissioner Nantel, Mr. Commissioner Goodeve and Mr. Commissioner Boyce, that an order should go for certain particulars to be furnished by the Bell Telephone Company.

BELL TELEPHONE COMPANY V. CITY OF LONDON.

The Board has no jurisdiction under sections 247, 248, to make the payment of rent as compensation, a term of an order approving the location and construction of telephone lines upon, along, across or under a public highway, or to impose any condition, for which a municipality may contend in bargaining with a telephone company, a term or condition of such order.

City of Windsor v. Bell Telephone Co., 22 Can. Ry. Cas. 416; Bell Telephone Co. v. City of Ottawa and County of Carleton, 22 Can. Ry. Cas. 421, followed.

The facts are fully set out in the reasons for judgment of Mr. Commissioner McLean, dated November 13, 1918, concurred in by the Chief Commissioner and Mr. Commissioner Boyce. 24 Can. Ry. Cas., p. 102.

In re APPLICATION OF THE BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY TO INCREASE COMMUTATION FARES.

This was an application of the British Columbia Electric Railway Company for permission to increase the commutation fares for the carriage of passengers between points on the Vancouver and Fraser Valley Railway covered by tariff B. C. Electric No. 11, C.R.C. No. 5, to basis as outlined in B.C.E.R. No. 19, C.R.C. No. 7.

Tariffs had been filed by the British Columbia Electric Railway providing for increases in passenger commutation rates on its Burnaby Lake line which is comprised in the Vancouver, Fraser Valley and Southern Railway, said line being subject to the Board's jurisdiction.

It was contended by the railway that increases in costs justified the increases in rates asked for.

The facts are fully set out in the judgment of Mr. Commissioner McLean, November 14, 1918, concurred in by Chief Commissioner Drayton and Mr. Commissioner Goodeve, deciding that an order should go permitting the increases as covered by tariff filed, to become effective on ten days' notice.

Application in re *Montreal and Southern Counties Railway Company, and in* re *Hamilton Electric Railway Co., followed.*

In re DEMURRAGE RULES—INFLUENZA EPIDEMIC.

On October 25, 1918, judgment was issued by the Board providing that demurrage should not be charged where shippers were unable to accept cars owing to the ravages worked by the influenza epidemic among their employees.

The facts are fully set out in the judgment of Chief Commissioner Drayton, November 25, 1918, concurred in by Mr. Commissioner McLean and Mr. Commissioner Boyce, providing that applicants for relief under the Board's order should file with the Car Service Bureau, or with the immediate railway company interested, evidence in writing, either by affidavit or declaration, giving particulars as directed by the Board.

TOWN OF WATERLOO *et al* V. GRAND TRUNK RAILWAY COMPANY.

Carriers in their discretion may fix tolls to develop business; the Board's jurisdiction is concerned only with the reasonableness of tolls.

Canadian Portland Cement Company v. Grand Trunk and Bay of Quinte Railway Companies, 9 Can. Ry. Cas. 211; Blaugas Company v. Canadian Freight Association, 12 Can. Ry. Cas., 303, at p. 304; British Columbia News Company v. Express Traffic Association, 13 Can. Ry. Cas., 76, at p. 78; Hudson Bay Mining Company v. Great Northern Railway Company, 16 Can. Ry. Cas. 254, at p. 259; Canadian China Clay Company v. Grand Trunk, Canadian Pacific and Canadian Northern Railway Companies, 18 Can. Ry. Cas., 347; Roberts v. Canadian Pacific Railway Company, 18 Can. Ry. Cas. 350, followed.

The Board upholding the principle of charging on the unit of weight, refused to grant a flat toll instead of a toll by weight on shipments of wood from Algonquin Park, Ontario, to municipalities for distribution among their citizens at cost.

The Board has no power under section 341(*a*) to extend the carriage of traffic so as to include a practice not already existing where no question of unjust discrimination arises. The granting of the tolls provided for by section 341 is permissive so far as the carrier is concerned; the jurisdiction of the Board under that section is simply amendatory.

The facts are fully set out in the reasons for judgment of Mr. Commissioner McLean, dated November 30, 1918, concurred in by the Chief Commissioner and Mr. Commissioner Boyce. 24 Can. Ry. Cas. p. 143.

In the matter of the application of the Bell Telephone Company of Canada for leave to increase its rates; and the applications of the City of Montreal (1) for particulars, (2) to amend Order No. 27848, (3) for an Order directing the Bell Telephone Company to furnish the City of Montreal with copies of all data, figures, etc., and (4) that if any increases in tolls, rates, etc., are granted the Bell Telephone Company the same shall be temporary and for a limited period of time.

The Board, on the application of municipalities, including the city of Montreal, made an order, general in its terms, for delivery of particulars by the Bell Telephone Company. Since that order was made the city of Montreal secured the services of an expert, and as a result of his advice further particulars were desired. At the city's request the matter was set down for hearing.

In addition to the application for particulars, the city asked that any rates that might be fixed on the company's application for increases be temporary only.

The evidence of the city's expert was to the effect that because of abnormal conditions an emergency existed, and the company should not be required to go into extensive appraisals and inventory investigations of property, but that they give an analysis of the earnings and operating expenses for a number of years; that in the meantime, and where the rate based on such analysis was in force, the company prepare a full inventory and appraisal of its property, the Board retaining such control of the case as not to affect the burden of proof by temporary relief given under its order.

The Chief Commissioner, Sir Henry Drayton, in his judgment dated December 5, 1918, concurred in by Commissioners McLean, Goodeve, and Boyce, gave effect to the spirit of the application and allowed temporary increases. No limited time was fixed, the rates to remain in force until operating costs and plant values became normal, when the question of permanent rates would be considered.

The application was treated as current, so that the onus of showing what the proper rate was would rest upon the company. The company at the same time was required to furnish the further detailed particulars specifically set out in the judgment.

IMPERIAL STEEL AND WIRE COMPANY V. GRAND TRUNK AND CANADIAN PACIFIC RAILWAY COMPANIES.

Tariffs of tolls should be interpreted literally without reference to unexpressed intentions of carriers framing them.

Upon the proper construction of the Tariff C.R.C. E. 3677, which specifically names Collingwood as a point taking Toronto tolls, a shipper at Collingwood is entitled to the same toll as a shipper at Toronto on nails for export to China and Japan via Pacific Coast ports.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated December 6, 1918, concurred in by Mr. Commissioner McLean. 24 Can. Ry. Cas. p. 150.

In re INCREASED MINIMUM WEIGHT ON CANNED GOODS IN CARLOADS.

Complaints were made to the Board as to the increase in the minimum weight applicable to canned goods, in carloads, moving at commodity rates. These complaints were forwarded from points in New Brunswick, Nova Scotia, Prince Edward Island, and Ontario.

The question was taken up actively by the Board with the Canadian Railway War Board, which in the first instance commenced the campaign for heavier loadings. Owing to car shortages and the great expense in railway operation, it was apparent to everybody that, to the full extent that minima could be increased and a more intensified use made of the equipment available for public business, without at the same time throwing burdens upon the traffic carried, increases ought to be made; and these increases, speaking generally and apart from the question of flour, which was specifically dealt with by the Board, were arrived at by conferences with interested shippers. No action whatever was taken by the Board in connection with canned goods.

The facts are fully set out in the judgment of Chief Commissioner Drayton, December 6, 1918, concurred in by Mr. Commissioner McLean, holding that no action should be taken on the present application, but that the matter be left open for future consideration on any complaint which interested parties may desire to make subsequent to the declaration of peace.

COMPLAINT OF THE DOMINION CANNERS, LIMITED, OF HAMILTON, ONTARIO, AGAINST THE CANCELLATION BY THE CANADIAN NORTHERN RAILWAY OF SEVERAL CARLOAD COMMODITY RATES ON CANNED GOODS FROM POINTS ON ITS LINE TO POINTS IN QUEBEC AND THE MARITIME PROVINCES. FILE 27256.4.

Judgment, Chief Commissioner Drayton, dated December 6, 1918, concurred in by Commissioner Goodeve.

This application was heard at the Board's sittings in Toronto on Thursday, October 17, 1918. It was represented by the Canadian Northern Railway Company that these rates were cancelled by the Intercolonial Railway, and that the Canadian Northern, while perfectly willing to maintain rates, could not maintain them in view of the attitude of the Intercolonial.

At this time the Intercolonial system was operated independently of the Canadian Northern, and the Intercolonial, as a Government road, was not subject to the jurisdiction of the Board. The matter, however, was taken up by the Board with the management of the Intercolonial with the view of adjusting the situation if possible. The Intercolonial management has taken the stand that it did not cancel the rates or require their cancellation, but that they were cancelled by the Canadian Northern.

It would appear that the real difficulty between the systems interested rests on divisions. The rates ought never to have been taken out. Whatever the merits may be as between the different systems, the matter is now entirely in the hands of the management of the Canadian Northern, who now control and operate the Intercolonial system. I am of the opinion that an order should go providing that the former joint rates, as increased by the Order in Council No. P.C. 1863, should immediately be put into effect by the Canadian Northern. The district suffering is entitled to the service, and the necessary order ought now to go.

RENFREW MACHINERY COMPANY V. CANADIAN FREIGHT ASSOCIATION.

The Board will not order initial switching carriers to issue through bills of lading covering interswitching traffic over their lines and the lines of carriers who enjoy the line haul; in the absence of arrangement, two bills of lading are necessary, one by the switching carrier and the other by the line haul carrier.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated December 9, 1918, concurred in by Mr. Commissioner McLean and Mr. Commissioner Boyce, 24 Can. Ry. Cas., p. 31.

BURLINGTON BEACH COMMISSION ET AL., V. HAMILTON RADIAL ELECTRIC RAILWAY COMPANY

A toll is unreasonable where it is too low just as much as where it is too high. Tolls must be reasonable, having regard to the carrier just as much as to the travelling public.

Under the established practice, train service without such cash remunerative revenues as will enable the carrier to continue its operations cannot be ordered by the Board under the Railway Act, but in view of municipal by-laws and agreements confirmed by section 10 of 7 and 8 Edward VII, chapter 177 (C), the Board can only exercise in the present instance the jurisdiction which enables it to order that the by-laws should be carried out by furnishing the train service stipulated for therein, even though such service cannot be furnished except at a loss to the company.

Hamilton Radial Electric Railway Company v. City of Hamilton et al., 23 Can. Ry. Cas. 114, followed.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated December 10, 1918, concurred in by Mr. Commissioner Goodeve. 24 Can. Ry. Cas., p. 39.

GRAND TRUNK RAILWAY COMPANY V. KITCHENER AND WATERLOO STREET RAILWAY COMPANY.

A steam railway does not lose its seniority at a crossing on the highway of an electric street railway when the electric railway is acquired by the municipality.

Canadian Pacific Railway Company v. City of Toronto, 7 Can. Ry. Cas. 274, affirmed; City of Toronto v. Canadian Pacific Railway Company (1908), A.C. 54, 7 Can. Ry. Cas. 282; Grand Trunk Railway Company v. United Counties Railway Company (St. Hyacinthe Crossing case), 7 Can. Ry. Cas. 294; Canadian Northern Railway Company v. Canadian Pacific Railway Company (Kaiser Crossing case), 7 Can. Ry. Cas. 297, followed; Edmonton Street Railway Company v. Grand Trunk Pacific Railway Company, 14 Can. Ry. Cas. 93 affirmed; Grand Trunk Pacific Railway Company v. Edmonton Street Railway Company (Twenty First Street Crossing case), 15 Can. Ry. Cas. 445; City of Edmonton v. Grand Trunk Pacific and Canadian Pacific Railway Companies (Syndicate Avenue Crossing case), 15 Can. Ry. Cas. 443, distinguished.

The facts are fully set out in the reasons for judgment of Mr. Commissioner Boyce, dated December 30, 1918, 24 Can. Ry. Cas., p. 13.

WARRINGTON ET AL., V. CANADIAN FREIGHT ASSOCIATION.

Live poultry in carloads is not entitled to the same classification and the same tolls as live stock, and in making a freight toll re-shipment of the finished product is always taken into consideration.

Poultry shipments move under a lower classification in Canada than in the United States, and third-class rating for live poultry in carloads is not unreasonable.

The facts are fully set out in the reasons for judgment of Mr. Commissioner Goodeve, dated January 18, 1919, concurred in by the Chief Commissioner and the Deputy Chief Commissioner. 24 Can. Ry. Cas., p. 155.

TORONTO TERMINALS RAILWAY COMPANY V. CITY OF TORONTO AND TORONTO HARBOUR COMMISSIONERS.

Where a railway company's Act of incorporation, 6 Edward VII, chapter 70, section 9, enables it to "construct, maintain and operate". . . . equipment and appliances for the supply of heat, light, water and power, then under sections 2 (21), 235, 237, of the Railway Act, the Board has jurisdiction to authorize the company to lay and maintain across public highways conduits containing pressure steam.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated January 21, 1919, concurred in by Mr. Commissioner McLean and Mr. Commissioner Goodeve. 24 Can. Ry. Cas. 71.

MUNICIPALITY OF BURNABY AND BRITISH COLUMBIA ELECTRIC RAILWAY. FILE 28439.

Judgment, Chief Commissioner Drayton, dated January 30, 1919, concurred in by Commissioner McLean.

The municipality has applied for leave to appeal on question of law to the Supreme Court. I find some difficulty in ascertaining from the record the precise position of the parties as resulting under agreements. Owing to the necessities and position of the company, and the fact that the Board had in other cases held that the Board's jurisdiction under the Act was trammelled by agreements which had not been adopted by the Dominion Parliament, the Board is not directly concerned with this phase of the situation. In view of the fact that the municipality desires to raise the question of the Board's power to deal with any question as against the terms of its agreement, and the further fact that the practice of the Board is to grant leave to appeal on any legal point that is open to reasonable controversy, it is necessary that the question of the applicability of the agreement should be determined. The attention of the parties is called, on the one hand, to the recital of the agreement of 1913, which reads:—

> "And whereas the said company in pursuance of the terms of the said agreement caused some seven and one-half miles of electric tramway to be constructed through the district of Burnaby, which tramway has been in operation for some time past;
>
> "And whereas in the opinion of the present municipal council of the said corporation the said agreement and by-law authorizing the execution of same are invalid by reason of same not having been submitted for approval to the electors of the district of Burnaby prior to the final passage of said by-law and the execution of the said agreement;
>
> "And whereas the said company is of the opinion that it was unnecessary to submit the said by-law and agreement for the approval of the electors of the district of Burnaby prior to the final passage of said by-law and execution of said agreement, and that the said by-law and agreement are valid;"

and succeeding recitals indicating that the intention of the parties was to come to an agreement covering *inter alia* a railway already constructed and, therefore, presumably the line in question.

On the other hand attention is called to section 33 of the agreement which provides that the agreement is applicable only to electric street railways or tramways constructed by the company upon streets within the district of Burnaby under the terms of the agreement, and shall in no wise be deemed to refer to or be applicable to any part of the company's Westminster-Vancouver interurban tramway (presumably the line in question), or any electric street railway or tramway which the company may construct on land acquired by the company in the district of Burnaby.

Attention is also called to the further fact that the record does not show any construction of lines as contemplated by the agreement of 1913, and to the further fact that the line of the company now operated would appear to be constructed on a private right of way.

In view of the fact that the Board will shortly hold a sitting in Vancouver, the application for leave to appeal to the Supreme Court had better be set down at that sitting so as to enable the concrete facts applicable to be properly stated and the fact as to whether or not the company has constructed any railway to which the terms of the agreement of 1913 do in fact apply.

TOWN OF THOROLD V. GRAND TRUNK AND NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANIES.

Where, upon the application of a municipality, the Board directs the construction of an interchange track, as a necessary facility for the handling of traffic, the applicant municipality will not be ordered to contribute any portion of the costs of the work as being "interested or affected" within the meaning of section 59 of the Railway Act.

In re Canadian Pacific Ry. Co. and County and Township of York, 27 O.R. 559, 25 A.R. 65, 1 Can. Ry. Cas. 36, 47; Grand Trunk Ry. Co. v. City of Kingston et al., 8 Ex. C.R. 349, 4 Can. Ry. Cas. 102; Ottawa Electric Ry. Co. v. City of Ottawa and Canada Atlantic Ry. Co. (Bank Street Crossing case), 37 S.C.R. 354, 5 Can. Ry. Cas. 131; City of Toronto v. Grand Trunk Ry. Co., 37 S.C.R. 232, 5 Can. Ry. Cas. 138; Grand Trunk Ry. Co. v. Canadian Pacific Ry. Co. and City of London (London Interswitching case), 6 Can. Ry. Cas. 327; Grand Trunk Ry. Co. v. Village of Cedar Dale, 7 Can. Ry. Cas. 73, at pp. 77, 78; City of Toronto v. Canadian Pacific Ry. Co. (1908) A.C. 54, 7 Can. Ry. Cas. 282; County of Carleton v. City of Ottawa, 9 Can. Ry. Cas. 154; British Columbia Electric Ry. Co. v. Vancouver, Victoria and Eastern Ry. and Nav. Co. and City of Vancouver (1914), A.C. 1067, 18 Can. Ry. Cas. 287; Toronto Ry. Co. v. Canadian Pacific Ry. Co. and City of Toronto (Avenue Road Subway case), 53 S.C.R. 222, 20 Can. Ry. Cas. 280, followed.

The facts are fully set out in the reasons for judgment of Mr. Commissioner Boyce, dated January 31, 1919, concurred in by Mr. Commissioner Goodeve. 24 Can. Ry. Cas., p. 21.

ST. LAWRENCE PULP AND LUMBER CORPORATION V. CANADIAN PACIFIC RAILWAY COMPANY.

The Board refused to give a ruling that a special toll which had already expired was unreasonable, where no further shipments will be made, and the ruling was desired solely for the purpose of claiming a refund from a higher toll charged on the shipment in question.

British American Oil Co. v. Canadian Pacific Ry. Co., 12 Can. Ry. Cas. 327, at p. 333, followed; British American Oil Co. v. Grand Trunk Ry. Co. (The Stoy case), 9 Can. Ry. Cas. 178; Canadian Condensing Co. v. Canadian Pacific Ry. Co., 12 Can. Ry. Cas. 1, at p. 3, referred to.

The facts are fully set out in the reasons for judgment of Mr. Commissioner McLean, dated February 5, 1919, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Boyce. 24 Can. Ry. Cas., p. 107.

BESSETTE V. CANADIAN PACIFIC RAILWAY COMPANY.

The Board has no jurisdiction, under section 26 (2), 284, or otherwise, to direct the removal, as a public nuisance, of a stock pen on the railway.

Bennett v. Grand Trunk Ry. Co., 2 O.L.R. 425, 1 Can. Ry. Cas. 451, referred to.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated February 10, 1919, concurred in by Mr. Commissioner McLean. 24 Can. Ry. Cas., p. 113.

APPLICATIONS OF THE VILLAGE OF WESTBORO AND THE TOWNSHIP OF NEPEAN FOR AN ORDER DISALLOWING THE PROPOSED TARIFF OF THE OTTAWA ELECTRIC RAILWAY COMPANY, C.R.C. NO. 5, PUBLISHED AND FILED TO BECOME EFFECTIVE NOVEMBER 18, 1918. CASE NO. 2987.

The applications were supported at the hearings by the city of Ottawa as well as certain property owners.

The new tariff would radically change the fare basis. To give an extreme illustration, under the tariff in force at the time the application was made, a passenger was carried from Britannia-on-the-Bay to the Rifle Range, a distance of 11·70 miles for 5 cents. The fare for the same trip under the proposed tariff would be 20 cents, an increase of 300 per cent.

The company filed statements showing that the operation of the extension to Britannia bay itself was not remunerative. If the operation of this line could stand by itself and be so considered, the company would be entitled to an increase. The fares applying on certain portions of the company's lines were fixed by agreement, confirmed by Act of the Dominion Parliament. The company's operations to the Rifle Range on the east, beyond the easterly city limit, and to Britannia on the west, past the westerly city limit, were not so bound, and were not, therefore, subject to municipal rate limitations.

The Chief Commissioner, Sir Henry Drayton, in his reasons for judgment, dated February 10, 1919, deals with the question of Dominion control, and in that connection refers to the incorporating Act and different statutes affecting the company and the powers of the Board thereunder to regulate the company's rates.

Section 7 of chapter 86 of the Dominion statutes, 1894, declares the company's lines to be works for the general advantage of Canada. A further Act of the Dominion, chapter 82 of the statutes of 1899, being the Act which authorized the construction of the Britannia line, made certain sections of the Railway Act specifically applicable.

In view of the declaration contained in the 1894 Act, the specific provisions of the Railway Act referred to in the later Act of 1899 were applicable without express reference to them. The Chief Commissioner expressed the view that the provisions of the Act of 1894 were not repealed by the reference to the specific sections in the later Act, and held that, subject to the exception made in the statutes of 1892, namely, that " the operation of so much of the company's line of railway as may be within the province of Ontario, by any new or additional powers covered by this Act, shall be subject to the Statutes of Ontario in force from time to time in relation to street railways, and the operation of so much of the said line of railway as may be within the province of Quebec by any new or additional powers conferred by this Act, shall be subject to the statutes of Quebec in force from time to time in relation to street railways." The company was under the control of Parliament and subject to the provisions in the Railway Act, and the Board, therefore, had jurisdiction to deal with the present applications.

The same company may, under the Railway Act, have different rates on different parts of its system where traffic and operating conditions and construction costs are dissimilar. This practice has been applied to steam railways. The operating conditions between steam and electric street railways are readily distinguishable.

The Britannia line forms part of the company's general investment, and in determining what would be a fair rate to allow for the operation of the line in question, the Board took into account the earnings of the company's entire system—the financial condition of the company, its earnings and liabilities for different years, dealt with at length in the judgment,—and held that the company had failed to show that it required the increased revenue. The proposed tariff was disallowed. Commissioners Nantel, McLean, Goodeve, and Boyce concurred.

An appeal to the Supreme Court of Canada from this judgment now pending.

IMPERIAL MUNITIONS BOARD V. CANADIAN PACIFIC RAILWAY COMPANY.

The Board has no jurisdiction to order republication of tariffs of tolls for reparation purpose only, but it has jurisdiction to declare tolls charged since to certain dates are excessive to the extent that they exceed the tolls in effect prior thereto and a refund may be ordered upon the respondents so undertaking.

Shell blanks being a transient article of commerce are not specifically provided for in the freight classification, but are covered where necessary by commodity tolls, these void the "analogous articles" rule of classification, even if the blank and billet are assumed to be analogous, the cutting and addition of ten per cent in value does not make the shell blank a billet and entitle it to the steel billet toll.

The facts are fully set out in the report of the Chief Traffic Officer of the Board, dated December 19, 1918, concurred in by the Chief Commissioner, Deputy Chief Commissioner, Mr. Commissioner Goodeve, and Mr. Commissioner Boyce, 24 Can. Ry. Cas., p. 169.

In re APPLICATION OF THE TOWN OF ST. LAURENT AND CANADIAN NATIONAL RAILWAYS.

This was an application of the town of St. Laurent, in the province of Quebec, for an order directing the Canadian National Railways to erect a station at St. Mathieu street, within the limits of the said town.

The facts are fully set out in the judgment of Deputy Chief Commissioner Nantel, dated February 28, 1919, concurred in by Chief Commissioner Drayton and Commissioner McLean, granting the application.

In re CENTRAL RAILWAY COMPANY AGREEMENTS.

Where a railway company entered into agreements for the purchase of the assets, stock and franchises of other railway companies, and subsequently became insolvent, the Board has no jurisdiction under section 361, of the Railway Act, to recommend such agreements for validation.

Niagara, St. Catharines & Toronto Ry. Co. v. Grand Trunk Ry Co. (Merritton Crossing Case), 3 Can. Ry. Cas. 263, at p. 267, referred to.

The facts are fully set out in the reasons for judgment of Mr. Commissioner Boyce, dated March 11, 1919, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Goodeve, 24 Can. Ry. Cas., p. 117.

In re APPLICATION OF THE RESIDENTS OF PORTLAND, ONT., AND CANADIAN NATIONAL RAILWAYS.

This was an application of the residents of Portland, Ont., supported by the Post Office Department, for an order directing the Canadian National Railways to stop trains Nos. 5 and 6 regularly at Portland in order to give Portland direct connection with Ottawa and Toronto, which service was in effect prior to November, 1918.

The facts are fully set out in the judgment of Chief Commissioner Drayton, dated March 13, 1919, concurred in by Commissioners McLean, Goodeve and Boyce, directing that under all the circumstances the trains in question be ordered to stop as applied for.

In re APPLICATION OF MISSION CITY, B. C., BOARD OF TRADE, *re* PROTECTION AT HORNE AVENUE CROSSING.

This was an application of the Mission City Board of Trade, B.C., for an order requiring the installation of protection in the form of a bell, or arms, at Horne Avenue crossing in the said city where it is crossed by the Canadian Pacific Railway. The application was heard at the sittings of the Board in Vancouver on February 14, 1919, and subsequently at the sittings of the Board in Victoria on the 17th February, further evidence was given by the Honourable the Premier of British Columbia.

The facts are fully set out in the judgment of Chief Commissioner Drayton, dated March 13, 1919, concurred in by Commissioner Rutherford, directing that the crossing be protected by bells to be bonded and operated at the expense of the Canadian Pacific Railway Company, with the usual contribution out of the Railway Grade Crossing Fund, and further directing that all movements on the passing track be flagged across Horne avenue, 24 Can. Ry. Cas. 253.

IN THE MATTER OF ORDER IN COUNCIL P.C. 1863, DATED JULY 27, 1918, RAISING RAILWAY FREIGHT RATES; ORDER IN COUNCIL P.C. 2080, DATED AUGUST 14, 1918, AMENDING THE SAID ORDER IN COUNCIL P.C. 1863 WITH RESPECT TO THE RATES ON SUGAR; AND THE COMPLAINTS OF THE SUGAR REFINERIES AGAINST THE SAID INCREASED RATES. FILE NO. 28678·8.

This matter was first considered by the Cabinet in connection with the increase in freight rates necessitated by the adoption of the McAdoo Scale of Wages by Canadian Systems, with the result that, by Order in Council, P.C. 1863, dated July 27, 1918, all commodity rates on sugar were cancelled, and the whole movement put upon a class basis.

A protest was made by the Board of Trade of the city of Toronto against these increased rates, urging that the new sugar rates "will place upon this staple food product an unwarranted burden," and that this commodity should not be called upon to bear a greater increase than other commodities.

The report to the Cabinet of Chief Commissioner Drayton, dated August 3, 1918, was to the effect that the position with which the Government was confronted was that a strike of certain railway employees was imminent; that a lengthly investigation had been made by a competent and in every sense well qualified commission in the United States, as a result of which wages were very substantially advanced in United States territory; that the increased cost of living to which the railway employees, in common with the general public, were subject obtained in Canada as well as in the United States; and that operating conditions in both countries were largely similar. That, as a measure of justice to railway employees, their wages had been advanced in American territory, and in order to provide sufficient revenues to cover the increased costs, substantial rate increases had also been made, not only for freight but passenger traffic as well; that, as a measure of justice to Canadian railway employees, many of whom work on both sides of the line, the Government requested Canadian railways under its jurisdiction to adopt the so-called McAdoo Wage Scale, and for the purpose of providing the necessary funds directed similar rate advances (although perhaps slightly lower than the advanced rates in American territory), but on freight traffic only. The pressing necessity was to obtain revenue in order that strikes might be prevented and transportation carried on.

Sugar had moved at low commodity rates, and was carried at a lower basic charge than analogous commodities of preferably similar value in the same group of the freight classification—a preference that, whatever its origin, of course had the effect of accentuating the amount of the increase allowed.

In view of the financial necessity, the money had to be obtained. On the other hand, apart from the financial emergency and added costs, the increases ought to be made. Sugar moved under the appropriate 5th class rate for longer mileages in eastern territory. The low commodity rates stopped on the Grand Trunk at North Bay and and on the Canadian Pacific at Sudbury. There is more justification for applying a lower basis of rates to long hauls than to short hauls. Here the converse was applied. As a matter of justice, sugar rates ought to be placed on the same basis. For these reasons, the Chief Commissioner recommended that the application of the Toronto Board of Trade be dismissed.

Later, complaints were made by the Atlantic Sugar Refineries of St. John and the Acadia Sugar Refining Company of Halifax, endorsed by the Boards of Trade of each city. In addition to these complaints, an issue largely similar was raised in western territory by the complaint of the British Columbia Sugar Refineries, and a further report was made by the Chief Commissioner to the Cabinet, dated August 20, 1918.

It was urged that the Montreal rate of 42 cents should be reduced to 27 cents, and that the differential of 11½ cents should be continued on movements west. It was stated in the report that the weaknesses and injustices of the tariff situation would merely be accentuated by the adoption of this suggestion; that traffic was infinitely heavier between Montreal and Toronto and points west than between St. John and Montreal. Usually rates relate to traffic, to its volume, and to its earnings. To carry out this suggestion would be to do violence to all cardinal principles. Further, that if a proportionate rate basis were put in on any such theory, the Dominion Sugar Refineries at Wallaceburg, Chatham, and Kitchener, with far shorter hauls to Toronto, would naturally demand similar treatment to that which St. John would receive.

The Montreal refiners, as well as the Dominion Sugar Company, did not object to the advance in rates, but they were insistent that if concessions were given to one refiner, they should be given to all, and that the inequalities of the past should cease. The Montreal refiners stated that the Order in Council for the first time gave them fair rates having regard to hauls from other refineries, and that for the first time they properly enjoyed their geographical and commercial position, not only as against Atlantic refineries, but also as against western refineries.

It was set out in the report that, under the Railway Act, the carrier would not be permitted to make an undue profit. Just as soon as rates are unreasonably high, they must be reduced, and, conversely, just as soon as they are unreasonably low, they ought to be raised to a fair, equitable, and just basis, without regard to one section of the country or the other, but having regard to the inhibitions of the Railway Act, which prohibit one locality being discriminated against in ease of another.

The railway situation was not the only basis which of necessity controlled the situation. The Order in Council was the result of war troubles and war expenditures. Both the St. John and the Halifax refineries had an unduly large share of the war burden thrown upon them. Halifax and St. John have geographically, under ordinary business conditions, certain advantages which Montreal has not. On the other hand, Montreal has advantages which they have not. St. John, for example, at the date of the report, was still getting a packet service for 25 per cent of its raw sugar without any additional charge over and above the 50 cent New York ocean rate from the West Indies. In normal times its rate on the balance of its raw material is 6 cents over New York, with the result that in so far as 25 per cent of its sugar is concerned it is on the New York basis, and as to 75 per cent of it, 6 cents over.

In so far as its whole supply is concerned it would, therefore, average 4½ cents over New York. As a general thing Montreal buys its raw sugars in the New York market, although in the past it has got some raw sugar direct. The New York rail rate to Montreal, under Order in Council, P.C. 1863, was 21½ cents, but the extra 6 cent rate which was charged on the boats from New York to St. John as the result of the war and boat shortage was increased to 20 cents; so that, as a consequence, at St. John, instead of paying an average of 4½ cents over New York, it was paying 15 cents, a difference of 11½ cents a hundred.

While no sugar then moved from St. John to Montreal, under the policy enforced as a result of which St. John got the benefit of as low an import rate as the lowest port in American territory, and thus obtained just as much traffic as was possible to secure for it, the St. John-Montreal rate on raw sugar was but 19 cents.

With St. John obtaining its raw sugar on a much lower basis than Montreal, and enjoying the benefits of the export business, these advantages might well offset, and probably did offset, the fact that Montreal is much nearer the larger consuming centres of the country. The position was, therefore, that while the new rate preserved to Montreal its natural geographical advantage on the manufactured article to which it was entitled, the natural geographical advantage on the raw material which Halifax and St. John normally enjoyed was taken away from them as a result of war conditions.

Re Vancouver Refinery Complaint.—Many complaints were made from time to time by the Montreal refineries against the low commodity rates enjoyed by the British Columbia sugar refineries. Under a judgment of the Board, all-rail rates were equalized at Portage la Prairie. The complaints, however, continued, and the matter was pending for judgment at the time the Order in Council was made.

Under the rate basis applicable in the different territories under consideration, the all-rail rate from Fort William west would meet the rate from Vancouver east between Medicine Hat and Calgary, while the rate from Montreal, if the commodity moved on the lower water basis in eastern territory, and thus be a rail-lake-and-rail movement, would break at about Swift Current, Sask.

The eastern refineries had always argued that they were entitled to the rates being so adjusted. On the other hand, the British Columbia refineries had always taken the position that their particular movement ought not to be considered on a mileage basis, and that the rate, having been put in voluntarily by the Canadian Pacific Railway Company, should stand.

In the interests of the railways, however, as well as of the public, it was felt that a substantial movement of sugar should be made from the West to the East. Under all the circumstances, the absolute necessity of an increase in rates was recognized, but it was also felt that the markets of the British Columbia refineries should not be largely wiped out by a change of railway rates.

Relief was given by Order in Council P.C. 2080, dated August 24th, 1918, which made a special reduction of 10 cents per 100 lbs. from the class rate on sugar, St. John to Montreal, and a special differential above Montreal to points west of 14½ cents, giving similar relief to Halifax. And from Vancouver, B.C., as follows, namely:—

(*a*) To Regina, Lanigan, Humboldt, and Melfort, Sask., the rail-lake-and-rail 5th class rates contemporaneously in effect from Montreal to the same points.

(*b*) To Winnipeg: the percentage of the fifth-class rate from Vancouver to Winnipeg equivalent to the ratio of the commodity rate from Vancouver to Regina to the 5th class rate from Vancouver to Regina.

(*c*) Subject to the said rates as maxima, the commodity rates to destinations intermediate to the aforesaid on the direct lines of transit to be reasonably graduated until they merged into the 5th class rates from Vancouver.

(*d*) To destinations off the aforesaid direct lines of transit the commodity rates not to exceed those for equivalent direct line distance applies to the shortest practicable routes, with reasonable additions where the direct line mileage was insufficient for the purpose.

(*e*) During the existence of the class freight tariffs from Vancouver and Montreal, in effect at the date of Order in Council, P.C. 2080, the commodity rates from Vancouver, graduated as aforesaid, not to exceed 94 cents to Banff, $1.00 to Calgary and Edmonton, $1.05 to Lethbridge, $1.21 to Saskatoon, and $1.26 to Prince Albert, per 100 pounds respectively.

Under date of September 4, 1918, a complaint against the said Order in Council, P.C. 2080, was made by the Dominion Sugar Company, Limited, of Wallaceburg, Chatham, and Kitchener; the Canada Sugar Refining Company, Limited, of Montreal; and the Atlantic Sugar Refineries, Limited, of St. John.

The Dominion Sugar Company alleged that the rate basis helped the Atlantic Sugar Refineries, and enabled them to transport their products into intermediate territories at rates lower than they could export it for similar mileages. The company followed up its protest by a visit from its executive officers, when the matter was discussed. In view of the abnormal conditions the company withdrew its protest, but on the clear understanding that the protest might be renewed without the slightest prejudice by the action which the company had voluntarily taken in case of war conditions as specially affecting a competitor and on the basis that the Order in Council was merely a temporary one, made in view of those emergencies.

The Canada Sugar Refining Company, Limited, filed three tables giving the gist of the results of the judgment in regard to rates, and alleged that a comparison of the old rates showed that there had always been some discrimination against Montreal, which was rectified by the adoption of the fifth class rates, and again put in force under the rates as settled by the last Order in Council. It was also alleged that there was discrimination in favour of the refinery at Vancouver.

In the Chief Commissioner's report, dated October 25, 1918, he stated that owing to vessel shortage a large proportion of the raw sugars going into St. John had to be obtained in the New York market, or on ocean rates materially higher than to New York. Raw sugars were also largely purchased by the Montreal and Chatham refineries in the New York market. Not only had the boat rate from New York to St. John materially increased, but, owing to boat shortage, raw sugars moved from New York to St. John at a 26-cent rate as against the New York rail rate to Montreal of 21½ cents. The reduction made merely recognized in part the added costs peculiar to refineries on the sea front, on account of war conditions, that the arrangement made had no regard to the regular rate, but was an arrangement which should cease just as soon as the movement of raw sugars became normal.

With regard to the complaint as to rates on sugar from Montreal west as compared with rates Vancouver east, it was pointed out that the rates of the rival refineries formerly met at Portage la Prairie, but as a result of the settlement that was made by the Order in Council, now met at Regina. The resultant gain to the Montreal refineries in western competitive territory was 302 miles. The complainants desired that the rate should either be fixed at the breaking point of the all-rail rates, Fort William west and Vancouver east, which would make Bassano, Alta., the breaking point, or on the rail-lake and rail movement, in which instance the rates would break at Swift Current.

It was stated in the report that it was impossible to say that the eastern refineries were unduly or unjustly discriminated against. Under the readjustment they were getting just as fair a recognition of their geographical position as they were entitled to. They enjoyed a preference as against Vancouver, not only in the whole of the east, but had a lower rate in western prairie territory as far west as Regina; that Regina meant a rail-lake and rail movement from Montreal of 1,773·7 miles as against a rail haul from Vancouver of 1,112·4 miles; and that this extra movement ought at least to satisfy the Montreal refineries and do ample justice to their geographical position. It was against the public interest to break these rates at Swift Current, and in the public interest that they should break at Regina.

The Atlantic Sugar Refineries, Limited, raised the question as to whether or not St. John should directly participate in the saving brought about by the reduction which railways made to meet the competition by water from Montreal west.

The Chief Commissioner was of the opinion that the point was not well taken. He stated that in reducing the 5th class tariff in favour of St. John, St. John in effect was given a commodity rate. The differential of 14½ cents which was established was fixed having regard to that standard rate. The railways had the right to meet water competition, and in meeting water competition discrimination could not be charged as against railways by points not subject to that water competition. No movement from St. John could be taken from the railways as a result of water competition at Montreal, and effect should not be given to the complaints; the Order in Council to stand until the movements of raw sugars were no longer subject to war conditions.

Later, on the applications of the Dominion Sugar Company and the Canada Sugar Refining Company, and the statements made that the war condition and emergency on which action was taken in the Order in Council, P.C. 2080, amending Order in Council, P.C. 1863, were at an end, and that owing to the changed circumstances the amending Order in Council should be cancelled and sugar rates placed upon their ordinary basis, the matter was heard at a sittings of the Board held in Ottawa, January 21, 1919.

In a report to Council of Chief Commissioner Drayton, dated March 15, 1919, concurred in by Deputy Chief Commissioner Nantel and Commissioners McLean, Goodeve, and Boyce, it was stated that although competitive business conditions were restored in the sugar business and the supply of sugar plentiful, the railway situation was as acute as ever; that railways still required the added revenues which the Order in Council gave them; and that the higher rates of wages resulting in very large increases in operative costs were still in effect.

There was much dispute as to the exact raw rate, one refinery stating one thing and the other, another. The rates on raw sugars to St. John and Halifax, being largely water rates, were hard to determine. As a matter of fact, sometimes St. John, sometimes Halifax, got sugar at the same rate, or approximately the same, as New York, and in some instances, during the period of summer navigation, although to a smaller degree, so would Montreal.

The rival interest were also hopelessly apart on the question of the cost of raw sugar at the different refineries. The question of the cost of the raw material at and the freight rates thereon to the different refineries, however, had nothing whatever to do with the question of the rates on the refined article under the provisions of the Railway Act, which provide for equality of treatment and against discrimination in railway rates as such, and do not seek by discriminatory tariffs to equalize manufacturers' costs.

It was shown that for the shorter haul in a district where railway use is the more intensive (Ontario), higher rates were charged than those charged Halifax or St. John on longer hauls. For example: the mileage, Halifax to Ottawa, is 846 miles, the rate 38½ cents; from St. John to Ottawa, 589 miles, the rate 37½ cents; from Chatham to Ottawa, the mileage is 431 miles, and the rate 42 cents. As a result, although the movement from Halifax was nearly twice as long as the movement from Chatham, the rate, notwithstanding, was 3½ cents per 100 pounds lower, while the movement from St. John, which is 158 miles longer than the movement from Chatham, notwithstanding, was made at a rate 4½ cents lower than the Chatham charge.

Apart from war conditions and the considerations which permitted the issue of the amending Order in Council, this condition, of course, was indefensible. The rate from Halifax was but 5½ cents higher than the rate from Chatham, although the distance is nearly three times as great. The movement from St. John is twice the distance than the movement from Chatham, but the 37½ Chatham rate was increased but 4½ cents.

To Chesterville from Halifax, 833 miles, the rate was 38½ cents; from St. John, 558 miles, 37½ cents; from Chatham, 427 miles, 40 cents. As a result, the traffic from Chatham, carried 131 miles less than the movement from St. John, nevertheless took a rate of 2½ cents over the St. John rate. A like condition obtained on the movement to Cornwall.

These instances showed, therefore, that the rates were entirely out of line, and that the central refineries, in territory lying west of Montreal, were subject to an unlawful discrimination. To points east of Montreal, the same consideration applied, as, while a reduction of 10 cents had been made in the rate west, no corresponding reduction had been made in the rate from Montreal east.

The Board was, therefore, of the opinion that the amending Order in Council, P.C. 2080, should be set aside in so far as rates from eastern refineries were concerned; and that the rates prescribed by Order in Council, 1863, applicable to movements from these refineries, should go into effect at the expiration of fifteen days thereafter, subject to such changes and modifications as might be ordered by the Board on any application that might be made, or which might be put into effect by any carrier, and subject to any application to the Board which interested shippers might make against the action of the carriers, or any of them.

It was stated, further, by the Board, that very different considerations applied to the rates from the western refineries. The rates were not out of line with the rates then in effect, and did not offend any of the provisions of the Railway Act. The Board was, therefore, of the opinion that the Orders in Council should be amended so as to provide that the rates from the western refinery prescribed by the amending Order in Council, P.C. 2080, should stand until such time as the same rates were modified or altered by any carrier, or by any order or direction of the Board; and that the rates from the central refineries reserved under the original Order in Council should be treated in the same manner.

By General Order of the Board No. 276, dated December 31, 1919, it was ordered that, subject to the provisions of the Railway Act, 1919, the tolls of the railway companies subject to the jurisdiction of the Board, in effect as of that date, be continued in effect on and from January 1, 1920.

APPLICATION OF THE TOWN OF GREENFIELD PARK TO BE RELIEVED FROM PAYING ANY PART OF THE MAINTENANCE OF THE GATES ORDERED FOR THE PROTECTION OF LAPINIERE ROAD CROSSING OVER THE GRAND TRUNK AT A POINT BETWEEN THE TOWN OF GREENFIELD PARK AND ST. LAMBERT, IN THE PROVINCE OF QUEBEC. ORDER NO. 18824, ISSUED MARCH 4, 1914. FILE NO. 9437.920.

Judgment, Deputy Chief Commissioner Nantel, dated March 21, 1919, concurred in by Chief Commissioner Drayton and Commissioner McLean.

It appears that there are two sets of gates at this point, one of which is for the protection of a spur track, and the Grand Trunk, when the case was heard in Montreal, expressed the opinion that this one gate might be dispensed with and the situation relieved by so much.

After hearing the case, we dismissed the application on the bench, but a formal order was delayed until our Operating Department made a report on the suggestions set forth by Mr. Chisholm as to the spur track gate.

We now have this report before us, and as the Grand Trunk is of the opinion that the situation should be left as it is, in accordance with the Operating Department's report, the application is dismissed purely and simply.

In re DAYLIGHT SAVING ACT, 1918.

1. Jurisdiction—Specific Time—Public Interest—Railway Act, ss. 30, 268, 270, 307.

The Board has no jurisdiction under the Railway Act (ss. 30, 268, 270, and 307), to prevent the use by railway companies of any specific time, unless such use is shown to be against the comfort, convenience and safety of the travelling public and railway employees.

The Daylight Saving Act, 1918, according to the ordinary canons of construction remains in force until repealed.

2. Act—Operation—Judicial and Administrative Body—Discretionary—Legislative—Jurisdiction.

Parliament having stated its intention that the operation of the Daylight Saving Act should not extend beyond the year 1918, it is inadvisable that the Board should under all the circumstances, take any action under it.

The Board is both a judicial and administrative body, its jurisdiction is largely discretionary and in some instances legislative in its character.

The facts are fully set out in the reasons for judgment of the Chief Commissioner, concurred in by Commissioners Goodeve and Rutherford. 24 Can. Ry. Cas. 199.

APPENDIX B.

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD FOR THE YEAR ENDING THE 31ST MARCH, 1919.

SIR,—I have the honour to submit, for the fourteenth report of the Board, a memorandum of the freight, passenger, express, telephone, telegraph, and sleeping and parlor car schedules filed with the Board from November 1, 1904, to March 31. 1918, and from April 1, 1918, to March 31, 1919, inclusive; also of the more important orders relating to traffic issued by the Board from April 1, 1918, to March 31, 1919.

SCHEDULES RECEIVED FROM NOVEMBER 1, 1904, TO AND INCLUDING MARCH 31, 1918.

Freight—			
Local tariffs	11.584		
Supplements	25,014	36,598	
Joint tariffs	26,726		
Supplements	76,233	102,959	
International tariffs	106.134		
Supplements	327,012	433,146	
			572,703
Passenger—			
Local tariffs	11,804		
Supplements	14,877	26,681	
Joint tariffs	8,785		
Supplements	15,160	23,945	
International tariffs	18,613		
Supplements	36,685	55,298	
			105,924
Express—			
Local tariffs	5,098		
Supplements	53,870	58,968	
Joint tariffs	4,924		
Supplements	12,783	17,707	
International tariffs	2,671		
Supplements	1,222	3,893	
			80,568
Telephone—			
Local tariffs	1,630		
Supplements	1,190	2 820	
Joint tariffs	2.328		
Supplements	9,712	12,040	
International tariffs	429		
Supplements	9,004	9,438	
			24,293
Telegraph—			
Tariffs	140		
Supplements	150	290	
			290
Sleeping and parlour car—			
Local tariffs	99		
Supplements	113	212	
Joint tariffs	52		
Supplements	110	162	
International tariffs	139		
Supplements	365	504	
			878
Combined totals, all schedules		784,656	

SCHEDULES RECEIVED FROM APRIL 1, 1918, TO AND INCLUDING MARCH 31, 1919.

Freight—			
Local tariffs	878		
Supplements	1,338	2,216	
Joint tariffs	1,422		
Supplements	4,671	6,093	
International tariffs	4,871		
Supplements	14,390	19,261	
			27,570
Passenger—			
Local tariffs	1,485		
Supplements	2,247	3,732	
Joint tariffs	1,876		
Supplements	2,835	4,711	
International tariffs	2,416		
Supplements	4,842	7,258	
			15,701
Express—			
Local tariffs	55		
Supplements	310	365	
Joint tariffs	1,186		
Supplements	7,327	8,513	
International tariffs	......	......	
Supplements	......	......	
			8,878
Telephone—			
Local tariffs	134		
Supplements	41	175	
Joint tariffs	206		
Supplements	2,609	2,815	
International tariffs	......		
Supplements	610	610	
			3,600
Telegraph—			
Tariffs	12		
Supplements	7	19	
			19
Sleeping and parlor car—			
Joint tariffs	16		
Supplements	28	44	
International tariffs	21		
Supplements	92	113	
			199
Local tariffs	19		
Supplements	23	42	
Combined totals, all schedules			55,967
Grand total			840,623

SUMMARY OF TRAFFIC ORDERS OF GENERAL INTEREST ISSUED DURING THE YEAR ENDED MARCH 31, 1919.

No. 27054, December 20, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Tara-Keady Telephone Association, operating in the counties of Bruce and Grey, Ont.

General Order No. 215-C, April 2, 1918.—Approves the Standard Freight Mileage Tariff C.R.C. No. 15 of the Oshawa Railway.

No. 27104, April 2, 1918.—Authorizes the London and Port Stanley Railway to increase its Standard Freight and Passenger rates by fifteen per cent, and its coal rates by fifteen cents per ton.

No. 27105, April 4, 1918.—Authorizes the Lake Erie and Northern Railway to increase its freight and passenger rates by fifteen per cent.

General Order No. 225, April 3, 1918.—Permits the use of the form of bill of lading issued by the United States Government for use in connection with international shipments of munitions, war materials and supplies by freight.

No. 27106, April 4, 1918.—Authorizes the London and Lake Erie Railway and Transportation Company to advance its passenger fares by fifteen per cent, its freight rates, except on coal, by fifteen per cent, and its rate on coal by fifteen cents per ton.

No. 27109, April 3, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the North Wellington Telephone Company, operating in the counties of Wellington and Dufferin, Ont.

No. 27113, April 5, 1918.—Defines revised free express cartage limits at Walkerville, Ont.

No. 27117, April 9, 1918.—Approves the Standard Freight Mileage Tariff C.R.C. No. 176 and Standard Passenger Tariff C.R.C. No. 115, of the London and Port Stanley Railway.

No. 27118, April 9, 1918, and No. 27239, May 18, 1918.—Prescribes a revised classification of certain rubber articles for carriage by freight.

No. 27121, April 10, 1918.—Approves the Standard Freight Mileage C.R.C. No. 103, and the Standard Passenger Tariff C.R.C. No. 23, of the Lake Erie and Northern Railway.

No. 27135, April 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Allenford Rural Telephone Company, operating in the counties of Bruce and Grey, Ont.

No. 27159, April 26, 1918.—Authorizes the Vancouver and Lulu Island Railway and the Vancouver, Fraser Valley and Southern Railway to increase their freight rates by ten per cent, and their rates on coal by fifteen cents per ton.

No. 27167, April 25, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Greenwood Telephone Association, operating in the district of Algoma, Ont.

No. 27168, April 27, 1918.—Approves an agrement for the interchange of telephone services between the Bell Telephone Company and the James Maclean Company, (Lievre River Telephone Company), operating in the counties of Labelle and Ottawa, Que.

No. 27184, May 10, 1918.—Approves the Standard Freight Mileage Tariff C.R.C. No. 107 of the Vancouver and Lulu Island Railway and the Vancouver, Fraser Valley and Southern Railway.

No. 27189, May 7, 1918.—Approves an agreement for the interchange of telephone Services between the Bell Telephone Company and the Megantic People's Telephone Company, operating in the county of Megantic, Que.

No. 27208, May 7, 1918.—Authorizes the Quebec Railway, Light and Power Co. to increase its passenger tolls by fifteen per cent to a maximum of 2.875 cents per mile.

No. 27212, May 14, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Town Line Telephone Association of Stafford and Pembroke, operating in the county of Renfrew, Ont.

General Order No. 232, May 14, 1918.—Prescribes revised minimum carload weights for tan bark.

No. 27222, May 15, 1918.—Requires the Canadian Pacific Railway to restore the pre-existing relationship between the International rates on woodpulp from Ottawa on the one hand and Sturgeon Falls and Espanola, Ont., on the other.

General Order No. 230, May 17, 1918.—Prescribes revised tolls and regulations in connection with the interswitching of freight traffic at points of interchange between railways.

No. 27226, May 21, 1918.—Approves the Standard Passenger Tariff C.R.C. No. 34 of the Quebec Railway, Light and Power Company.

General Order No. 234, May 22, 1918.—Declares the tolls applicable at the time of re-shipment of western grain stopped off for milling, malting, storage or cleaning in transit.

General Order No. 235, May 22, 1918.—Prescribes regulations in connection with freight consigned to flag stations.

No. 27242, May 23, 1918.—Approves the Standard Freight Mileage Tariff C.R.C. No. 6 of the Cumberland Railway and Coal Company.

No. 27243, May 27, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the South Leeds and Pittsburg Rural Telephone Company, operating in the counties of Leeds and Frontenac, Ont.

No. 27261, May 30, 1918.—Defines free express delivery limits at Trail, B.C.

No. 27270, May 30, 1918.—Authorizes the Brantford and Hamilton Electric Railway to increase its freight rates by fifteen per cent, and its rates on coal by fifteen cents per ton.

No. 27272, June 4, 1918.—Permits express companies to make use of the form of bill of lading issued by the United States Government in respect of international shipments of munitions, war materials and supplies.

No. 27302, June 12, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Compagnie Telephone Rural de Soulanges, operating in the counties of Soulanges and Vaudreuil, Que.

No. 27308, June 14, 1918.—Approves the Standard Freight Mileage Tariff C.R.C. No. 4 of the Brantford and Hamilton Electric Railway.

No. 27306, June 15, 1918.—Authorizes the Windsor, Essex and Lake Shore Rapid Railway Company to increase its freight rates, except on coal, by fifteen per cent, and its rate on coal by fifteen cents per ton.

No. 27309, June 15, 1918.—Authorizes the Chatham, Wallaceburg and Lake Erie Railway Company to increase its passenger fares by fifteen per cent, its freight rates, except on coal, by fifteen per cent, and its rates on coal by fifteen cents per ton.

No. 27312 ,June 18, 1918.—Approves the Standard Freight Tariff C.R.C. No. 530, and the Standard Passenger Tariff C.R.C. No. 37, of the Chatham, Wallaceburg and Lake Erie Railway.

No. 27313, June 17, 1918.—Approves an agrement for the interchange of telephone service between the Bell Telephone Company and the North Bonnechere Telephone Company, operating in the county of Renfrew, Ont.

No. 27327, June 20, 1918.—Reduces the telephone toll from ten to five cents for local conversations from attended public telephones on a two number basis within the base rate area.

No. 27367, June 26, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the North Bonnechere Telephone Association, operating in the county of Renfrew, Ont.

General Order No. 241, June 29, 1918.—Permits the Eastern Canadian railway companies to increase the westbound transcontinental freight rates on specific commodities to British Columbia coast terminals so as to place them on an equality with the rates on similar commodities in effect in the United States.

General Order No. 242, June 28, 1918.—Authorizes a change in Rule 1 (c) of the Canadian Freight Classification No. 16, and declares that the lawful charge for each additional car was and is two-thirds of the minimum weight provided in the classification, unless specifically excepted from the provisions thereof in the tariff applicable.

No. 27379, July 8, 1918.—Authorizes the Hull Electric Railway Company to increase its freight rates, except on coal, by fifteen per cent, its rate on coal fifteen cents per ton, and its Standard Maximum Passenger Tariff so as not to exceed 2·875 cents per mile.

No. 27382, July 4, 1918. Approves the Standard Freight Mileage Tariff C.R.C. No. 236, of the Windsor, Essex and Lake Shore Rapid Railway Company.

No. 27391, July 3, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Rydal Bank-Plummer Telephone Company, operating in the district of Algoma, Ont.

No. 27397, July 2, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Corporation of the Township of Osprey, operating in the county of Grey, Ont.

No. 27398, July 6, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company, and the Rose Telephone Company, operating in the district of Algoma ,Ont.

No. 27399, July 6, 1918.—Approves Supplement "F" to Express Classification for Canada No. 3, to be published as Supplement No. 12 to the Classification.

No. 27401, July 8, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company, and the Montreal Light, Heat and Power, Consolidated, operating in the county of Soulanges, Que.

No. 27411, July 8, 1918.—Approves the Standard Freight Tariff C.R.C. No. F-82, and Standard Maximum Passenger Tariff C.R.C. No. P-9, of the Hull Electric Railway Company.

No. 27421, July 10, 1918.—Approves the Standard Freight Mileage Tariff C.R.C. No. 6 of the London and Lake Erie Railway and Transportation Company.

No. 27422, July 10, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Renfrew and Shamrock Telephone Association, operating in the county of Renfrew, Ont.

No. 27425, July 10, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Temiskaming and Northern Ontario Railway Commission operating in the district of Nipissing, Ont.

No. 27456, July 27, 1918.—Authorizes the Montreal and Southern Counties Railway Company to increase its freight rates, except on coal by fifteen per cent, and its Standard Maximum Passenger fare to not exceeding 2·875 cents per mile.

No. 27471, July 22, 1918.—Authorizes the Hamilton Radial Electric Railway Company to increase its Standard Freight Tariff by fifteen per cent and its rate on coal and coke by fifteen cents per ton; also its Standard Passenger Tariff to two and seven-eights cents per mile.

No. 27508, August 1, 1918.—Approves Standard Maximum Freight Tariff C.R.C. No. 33, and Standard Maximum Passenger Tariff C.R.C. No. 21, of the Montreal and Southern Counties Railway Company.

No. 27509, July 31, 1918.—Approves Supplement No. 11 to Canadian Freight Classification No. 16.

No. 27515, August 6, 1918.—Approves an agreement for the interchange of telephone service between the Bell Telephone Company and the Scottish Canadian Magnesite Company, operating in the county of Argenteuil, Que.

No. 27517, August, 1, 1918.—Approves Standard Maximum Freight Tariff C.R.C. No. 5, and Standard Maximum Passenger Tariff C.R.C. No. 4, of the Hamilton Radial Electric Railway Company.

General Order No. 245, August 8, 1918.—Amends General Order No. 186 and authorizes a minimum carload weight of 50,000 lbs. for flour loaded in cars of 60,000 lbs. or 70,000 lbs. capacity.

No. 27552, August 13, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Goulais Bay Telephone Company, operating in the district of Algoma, Ont.

No. 27555, August 13, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Bowesville Telephone Company operating in the county of Carleton, Ont.

No. 27564, August 19, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Corporation of the Township of North Gosfield, operating in the county of Essex, Ont.

No. 27626, August 30, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Burgessville Telephone Company of Ontario, operating in the counties of Oxford and Brant, Ont.

General Order No. 249, August 31, 1918.—Approves the Standard Tariffs of various railways issued under the authority of Order in Council P.C. 1863 of July 27, 1918.

No. 27686, September 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Sunderland Telephone Company, operating in the counties of Ontario and York, Ont.

No. 27689, September 16, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the North Horton Telephone Association, operating in the county of Renfrew, Ont.

No. 27702, September 16, 1918.—Approves the Standard Passenger Tariff C.R.C. No. 1, of the North Mountain Railway Company.

No. 27711, September 21, 1918.—Approves Standard Mileage Freight Tariff C.R.C. No. 113 of the Quebec Railway, Light and Power Company.

No. 27714, September 27, 1918.—Authorizes amendments to railway tariffs showing charges for elevating and storing grain at Montreal so as to reduce the free storage period from twenty to ten days on and from October 1, 1918, to conform to By-law No. 104 of the Harbour Commissioners of Montreal, simultaneous action to extend the said limited period if and when extended by the Harbour Commissioners.

No. 27732, September 30, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Corporation of the Township of Vespra, operating in the county of Simcoe, Ont.

No. 27733, September 30, 1918.—Approves an agreement for the interchange of telephone service between the Bell Telephone Company and the Corporation of the Township of Tyendinega, operating in the county of Hastings, Ont.

No. 27772, October 21, 1918.—Requires railway companies in Ontario to issue through tariffs on turnips in carloads to points in the Southern United States.

General Order No. 253, October 29, 1918.—Requires a reduction in the minimum carload weight for crushed stone and other building and paving materials in Eastern Canada.

General Order No. 254, October 25, 1918.—Requires the Canadian Pacific Railway Company, according to its powers and as required by shippers, to supply heaters in all cars furnished for carload shipments of vegetables. Heaters, when shippers have to furnish them, to be returned free of charge.

No. 27836, November 5, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Keppel Rural Telephone Company, operating in the county of Grey, Ont.

No. 27852, November 12, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Noisy River Telephone Company, operating in the counties of Simcoe, Dufferin and Grey, Ont.

No. 27863, November 15, 1918.—Prescribes the 8th Class car load rates on the actual weight of enclosures of calf meal in mixed carloads of grain and grain products from redistributing centres.

No. 27867, November 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Cambray Telephone Company, operating in the county of Victoria, Ont.

No. 27868, November 19, 1918.—Authorizes the British Columbia Electric Railway Company to charge the increased commutation fares published in its Tariff C.R.C. No. 7, on and after December, 1918.

No. 27888, November 22, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Hampshire Telephone Company operating in the county of Simcoe, Ont.

No. 27900, November 26, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Corporation of the

Township of Maidstone, operating the Maidstone Municipal Telephone System in the county of Essex, Ont.

No. 27909, December 2, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Plane Settlement Telephone Company, operating in the county of Hastings, Ont.

No. 27914, December 7, 1918.—Requires the Canadian Northern Railway to restore commodity rates on canned goods from shipping points on the St. Catharines Division to points on the Canadian Government Railways.

No. 27917, December 9, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Algoma Central and Hudson Bay Railway Company, operating in the district of Algoma, Ont.

No. 27920, December 10, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Selby Telephone Company, operating in the counties of Lennox, Addington, and Hastings, Ont.

No. 27960, December 26, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the St. Mary's, Medina and Kirkton Telephone Company, operating in the counties of Perth, Middlesex and Oxford, Ont.

No. 27961, December 26, 1918.—Approves an agreement for the interchange of telephone service between the Bell Telephone Company and the Elmsley South Rural Telephone Company, operating in the counties of Leeds and Lanark, Ont.

No. 28000, December 8, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Ravenscliffe Telephone Company, operating in the district of Muskoka, Ont.

No. 28006, January 11, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Fordwick Rural Telephone Company, operating in the counties of Huron and Perth, Ont.

No. 28007, January 11, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Ore Telephone Company, operating in the county of Simcoe, Ont.

No. 28008, January 11, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Korah Base Line Telephone Company operating in the district of Algoma, Ont.

No. 28009, January 11, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Springbank Telephone Company, operating in the counties of Huron and Wellington, Ont.

No. 28044, January 24, 1919.—Approves Standard Maximum Freight Mileage Tariff C.R.C. No. 132 of the British Columbia Electric Railway Company.

No. 28068, January 24, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Wakefield and Masham Telephone Company, operating in the counties of Ottawa and Pontiac, Que.

No. 28103, February 11, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Stroud Telephone Co., operating in the county of Simcoe, Ont.

No. 28107, February 18, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the St. Mary's Telephone System, operating in the county of Shefford, Que.

No. 28108, February 18, 1919.—Approves an agreement for the interchange of telephone service between the Bell Telephone Company and the Lambeth Telephone Company, operating in the county of Middlesex, Ont.

No. 28113, February 20, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Burgessville Telephone Company of Ontario, operating in the counties of Oxford and Brant, Ont.

No. 28123, February 27, 1919.—Approves the Lake Erie & Northern Railway Company's standard maximum freight mileage tariff, C.R.C. No. 165.

No. 28124, February 27, 1919.—Approves the London & Port Stanley Railway Company's standard maximum freight mileage tariff, C.R.C. No. 224.

No. 28134, March 4, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Shakespeare Telephone Company, operating in the district of Sudbury, Ont.

No. 28138, March 4, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Dunwich & Dutton Telephone Company, operating in the counties of Elgin and Middlesex, Ont.

No. 28159, March 4, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Goderich Rural Telephone Company, operating in the county of Huron, Ont.

General Order No. 260, March 17, 1919.—Prescribes new regulations for the transportation of acetylene gas.

No. 28187, March 20, 1919.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Innisfil Telephone Company, operating in the county of Simcoe, Ont.

APPENDIX "C."

OTTAWA, June 30, 1919.

DEAR SIR,—I have the honour to submit herewith, for the Board's Fourteenth Annual Report, a synopsis of work performed by the Operating Department during the year ending March 31, 1919.

REPORTING AND INVESTIGATING OF ACCIDENTS ATTENDED BY PERSONAL INJURY OF LOSS OF LIFE.

During the year accidents to the number of 1,776, covering 264 persons killed and 1,813 persons injured were reported to the Board by the various railway companies under its jurisdiction. For particulars, attention is directed to statements 1, 3, and 4.

A perusal of statements Nos. 2, 5, and 6, which are comparative statements of the killed and injured, as between passengers, employees and others; class of accident and railways, reveals a decrease of 69 persons killed and 17 persons injured over the preceding year.

Out of the total of 1,776 accidents reported, as above referred to, 936 were investigated, covering 195 persons killed, and 1,081 persons injured.

It will be observed that out of the total of 264 persons killed and 1,813 injured, there were "trespassers" to the number of 77 killed and 102 injured. In this connection reference is made to statement No. 12.

The matter of highway crossing accidents, protection provided, etc., is set out in detail in statements 3, 4, 7, 8, 9, 10 and 11.

It is pointed out that the number of accidents at highway crossings involving automobile traffic is on the increase. A perusal of statement No. 11 shows that during the past five years there have been 184 such accidents, 13 in 1915, 15 in 1916, 36 in 1917, 54 in 1918, and 66 in 1919.

INSPECTION OF SAFETY APPLIANCES.

The work in this connection is largely carried on under the provisions of Section 264 of the Act, and, General Order No. 102. The year's work in detail is set out in attached statements Nos. 15, 16, 17 A & B. It is needless to say that the inspection of 77,261 cars embracing defects totalling 4,232 entails considerable time and labour, both as regards field work, and the resultant checking, recording and filing of the numerous reports in addition to the correspondence necessary in following up with a view to having the railway companies take the necessary action to have the defects remedied.

INSPECTION OF MOTIVE POWER.

This division of the work embraces the entire locomotive and tender, and is carried on under sections 264, 265, 266 and 267 of the Railway Act, and General Orders Nos. 12, 31, 66, 78, 102, 107, 131, 171, 199 and 226.

Under General Order No. 78, the so-called "Boiler Inspection Order," some 60,000 report forms comprising the monthly and annual inspections of locomotive boilers and appurtances have been filed during the year.

During the year locomotives to the number of 8,007 were examined by this department's inspectors when 2,193 defects were located, representing approximately 27 per cent.

The checking and recording of the above-mentioned forms and reports, together with the correspondence involved naturally creates an extensive line of work.

INSPECTION OF PASSENGER EQUIPMENT STATION BUILDING AND PREMISES.

This work comprises features of safety, cleanliness, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

APPLICATIONS AND COMPLAINTS *re* TRAIN AND STATION SERVICE.

The work under this heading takes up a large amount of time of the department, in re inquiries into the numerous applications and complaints respecting train and station service, and which may be found enumerated in an appendix prepared by the secretary's department.

It might not be amiss to point out that a great deal of work which would come under this heading was done in connection with the movement of western grain crop, and also in connection with the fuel situation in eastern Canada.

In conclusion, I might state that in order to accomplish the work briefly outlined above, it has necessitated the travelling by the staff of this department of approximately 375,000 miles.

Yours faithfully,

GEO. SPENCER,
Chief Operating Officer.

A. D. Cartwright, Esq.,
Secretary, B.R.C. Building.

Statement No. 1.—Statement showing the number of passengers, employees and others killed and injured on the various railways in Canada, under the Board's juridiction, for the year ending March 31, 1919.

Name of Railway.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	3	53	21	613	45	105	69	771
Canadian Pacific	25	53	71	157	43	66	139	276
Canadian Northern		59	12	313	15	52	27	424
Michigan Central		4	7	110	3	6	10	120
Grand Trunk Pacific		2	1	66	5	11	6	79
Brantford and Hamilton		8						8
Canadian Government Railways				9				9
New York Central				3		3		6
Lake Erie and Northern				2		2		4
Edmonton, Dunvegan and British Columbia		5		1				6
Quebec, Montreal and Southern				5	1	2	1	7
London and Port Stanley		15		4				19
Wabash		2		15	1		1	17
Algoma Central and Hudson Bay			1				1	
Kettle Valley				1				1
Windsor, Essex and Lake Shore					3	4	3	4
British Columbia Electric				1				1
Pere Marquette				2		4		6
Toronto, Hamilton and Buffalo			2	19	1	5	3	24
Vancouver, Victoria and Eastern		1	1	20	1	4	2	2
Hull Electric					1		1	
Esquimalt and Nanaimo			1	3		3	1	6
	28	202	117	1,344	119	267	264	1,813

STATEMENT No. 2.—A comparative statement of killed and injured between years ending March 31, 1918 and 1919.

—	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	K.	K.	I.	K.	I.
Year ending March 31, 1918	22	342	137	1,220	174	268	333	1,830
Year ending March 31, 1919	28	202	117	1,344	119	267	264	1,813
Increase over 1918	6	....	....	124	....	....	....	....
Decrease over 1918	....	140	20	....	55	1	69	17

STATEMENT No. 3.—Statement showing separately the number of passengers, employees and others killed and injured, and the nature of the accidents, for year ending March 31, 1919.

Character of Accidents.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	2	61	7	95	....	3	9	159
Collision head-on	....	16	7	41	1	....	8	57
Collision rear-end	....	31	3	22	....	....	3	53
Collision in yard	....	14	2	26	....	....	2	40
Collision with cars standing foul of main line	....	....	....	1	....	....	....	1
Collision with cars account open switch	....	....	1	7	....	....	1	7
Collision at grade level (diamond) crossing	....	14	2	1	1	3	3	18
Public highway crossing protected by gates	....	....	....	4	3	16	3	20
Public highway crossing protected by bell	....	....	1	2	9	18	10	20
Public highway crossing protected by watchmen	....	....	1	3	....	4	1	7
Public highway crossing unprotected	....	....	2	6	25	100	27	115
Private crossing	....	....	1	2	2	4	3	6
Trespassing	....	....	4	16	73	86	77	102
Working on or under engine	....	....	1	180	....	....	1	180
Miscellaneous	14	28	5	254	1	6	20	288
Adjusting couplers, coupling and uncoupling	....	....	6	75	....	....	6	75
Working on track or bridge	....	....	2	60	....	1	2	61
Falling off hand car, motor or velocipede	....	....	7	33	....	3	7	36
Hand car, motor or velocipede struck by train	....	....	10	14	....	1	10	15
Crawling under cars	....	....	....	1	....	....	....	1
Crawling through cars, over couplers	....	....	....	7	....	....	....	7
Caught while passing through cars between couplers	....	....	1	3	1	1	2	4
Struck by car standing foul	....	....	1	6	....	....	1	6
Struck by switch stand, water spout, mail crane, etc	....	....	2	22	....	....	2	22
Crushed between cars, building, lumber, pipe, platform, etc	....	....	3	13	....	....	3	13
Explosion of locomotive boiler	....	....	....	....	....	....	....	....
Falling off passenger train	4	7	1	....	2	....	7	7
Falling off tender while handling coal	....	....	....	3	....	....	....	3
Falling off tender while taking water	....	....	....	6	....	....	....	6
Industrial	....	....	1	97	....	....	1	97
Riding on pilot of engine	....	....	....	16	....	....	....	16
Overhead bridge	....	....	1	7	....	....	1	7

STATEMENT No. 3.—Statement showing separately the number of passengers, employees and others killed and injured, and the nature of the accidents, for the year ending March 31, 1919.—*Concluded.*

—	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	R.	I.	K.	I.
Repairing cars on running track when moved by engine				1				1
Falling off top of car			2	37			2	37
Falling between cars going over top			3	9			3	9
Application of air brake		2		31				33
Jumping off train in motion	4	15	1	29		2	5	46
Attempt to board train in motion	1	11	2	21		3	3	35
Washout								
Bridge gave way or burnt								
Electrocuted			2				2	
Run down by engine or car	3	3	28	46	1	5	32	54
Passing too close around end of string of cars								
Caught in frog, guard rail, or switch rod				6				6
Caught by engine or car while throwing switch				5				5
Falling off cars while climbing up and coming down side or end ladders				21				21
Falling off car while working hand-brake			1	12			1	12
Asphyxiated in tunnel			1				1	
Handling freight				42				42
Loading and unloading O C S material				19				19
Building and repairing				4				4
Working in coal chute			1	7		1	1	8
Cars moved while loading and unloading				11		1		12
Drawbridge open			1				1	
Repairing cars on running track when moved by engine			2	7			2	7
Locomotive dropping crown sheet of fire box			1	8			1	8
Coupling and uncoupling air hose				5				5
	28	202	117	1,344	119	267	264	1,813

STATEMENT NO. 4.—Statement showing the character of accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for the Year ending March 31, 1919.

	Derailment.		Collision head-on.		Collision rear-end.		Collision in yard.		Collision with cars standing foul of main line.		Collision with cars account open switch.		Collision at level level grade (diamond) crossing.		Public highway crossing protected by gates.		Public highway crossing protected by bell.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	2	39		6		14		23				2			3	17	7	12
Canadian Pacific	3	34	8	29	3	8	1	3			1	2	2	2		2	2	2
Canadian Northern	4	42		17		26		12		1		3	1	14				4
Michigan Central		2					1											
Grand Trunk Pacific		8				2		1						1				
Brantford and Hamilton		8																
Canadian Government Railways		1																
New York Central		2																
Lake Erie and Northern								1										
Edmonton, Dunvegan and British Columbia		6																
Quebec, Montreal and Southern		1																
London and Port Stanley		12		5		2												
Wabash																		
Algoma Central and Hudson Bay																		
Kettle Valley		1																
Windsor, Essex and Lake Shore																		
British Columbia Electric																		
Père Marquette						1												2
Toronto, Hamilton and Buffalo		1															1	
Vancouver, Victoria and Eastern		2												1		1		
Hull Electric																		
Esquimalt and Nanaimo																		
	9	159	8	57	3	53	2	40		1	1	7	3	18	3	20	10	20

Statement No. 4.—Statement showing the character of accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for the Year ending March 31, 1919—(*Continued.*)

	Public highway crossing protected by watchman.		Public highway crossing unprotected		Private crossing		Tres-passing.		Working on or under engine.		Miscellaneous.		Adjusting couplers, coupling and uncoupling.		Working on track or bridge.		Falling off hand car, motor, or velocipede.		Hand car, motor, velocipede struck by train.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	1	3	8	36		3	28	43		109		149	1	37		16	1	7	1	1
Canadian Pacific		1	10	29	1	2	34	27	1	7	28	23	3	11	1		3	3	5	4
Canadian Northern		1	6	29			7	19		31		63	1	11	1	27	2	16	1	6
Michigan Central			1	2		1	2	3		15	1	23	1	8		7		1	1	
Grand Trunk Pacific			1	8			3	1		1		8		3		7	1	9		3
Brantford and Hamilton																				
Canadian Government Railways												4		1						
New York Central				1						1				1						
Lake Erie and Northern				2								1								
Edmonton, Dunvegan and British Columbia																				
Quebec, Montreal and Southern							1	1		1		2		1						
London and Port Stanley																				
Wabash							1			8		5								
Algoma Central and Hudson Bay																				
Kettle Valley																				
Windsor, Essex and Lake Shore			1	4	2															
British Columbia Electric																				
Père Marquette				1				2												
Toronto, Hamilton and Buffalo		2		2				2		3		3		2		1				
Vancouver, Victoria and Eastern							1	2		3		6				3			1	1
Hull Electric											1									
Esquimalt and Nanaimo				1				2		1		1							1	
	1	7	27	115	3	6	77	102	1	180	30	288	6	75	2	61	7	36	10	15

STATEMENT No. 4.—Statement showing the character of accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for the Year ending March 31, 1919— (*Continued.*)

	Crawling cars.		Crawling through cars over couplers.		Caught while passing through cars between couplers.		Struck by cars standing foul.		Struck by switch stand water spout, mail crane, etc.		Crushed between cars, buildings, lumber piles etc.		Explosion of, locomotive boiler.		Falling off passenger train.		Falling off tender while handling coal.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk				2		1		3		13	1	5			3	1		2
Canadian Pacific				2	2	3		2	1	1	1	2			2	4		
Canadian Northern		1		1					1	2	1	3			1			1
Michigan Central				2			1			3		2				1		
Grand Trunk Pacific								1		2		1			1	1		
Brantford and Hamilton																		
Canadian Government Railways																		
New York Central																		
Lake Erie and Northern																		
Edmonton, Dunvegan and British Columbia																		
Quebec, Montreal and Southern																		
London and Port Stanley																		
Wabash																		
Algoma Central and Hudson Bay																		
Kettle Valley																		
Windsor, Essex and Lake Shore																		
British Columbia Electric																		
Pere Marquette																		
Toronto, Hamilton and Buffalo																		
Vancouver, Victoria and Eastern																		
Hull Electric																		
Esquimalt and Nanaimo																		
		1		7	2	4	1	6	2	22	3	13			7	7		3

STATEMENT No. 4.—(*Continued.*)

	Falling off tender while taking water.		Industrial.		Riding on pilot of engine.		Over-head bridge.		Repairing cars on repair track when moved by engine.		Falling off top of car.		Falling between cars going over top.		Application of air brake.		Jumping off train in motion.		Attempt to board train in motion.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk		3		49		8		5			1	12	3	2		18		23	1	14
Canadian Pacific				4		1	1	2		1	1	9		4			5	8	2	14
Canadian Northern		2		22		1						9				2		8		3
Michigan Central		1		11		2						5		2		11		5		1
Grand Trunk Pacific				9		1						1		1						1
Brantford and Hamilton																				
Canadian Government Railways						1														1
New York Central												1								
Lake Erie and Northern																				
Edmonton, Dunvegan and British Columbia																				
Quebec, Montreal and Southern																1				
London and Port Stanley																				
Wabash						1										1		1		
Algoma Central and Hudson Bay																				
Kettle Valley																				
Windsor, Essex and Lake Shore																				
British Columbia Electric																				1
Père Marquette																				
Toronto, Hamilton and Buffalo			1	1		1														
Vancouver, Victoria and Eastern				1														1		
Hull Electric																				
Esquimalt and Nanaimo																				
	....	6	1	97	....	16	1	7	......	1	2	37	3	9	......	33	5	46	3	35

STATEMENT NO. 4.—(*Continued.*)

	Washout.		Bridge gave way or burnt.		Electro-cuted.		Run down by engine or car.		Passing too close around end of string of cars.		Caught in frog, guard rail or switch. rod.		Caught by engine or car throwing switch.		Falling off cars while climbing up and coming down side or end ladders.		Falling off cars while working hand brakes.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk							7	20				5				9	1	3
Canadian Pacific					1		21	19								3		2
Canadian Northern							1	11						5				5
Michigan Central							2	1								6		
Grand Trunk Pacific								2										
Brantford and Hamilton																		
Canadian Government Railways								1										
New York Central																		
Lake Erie and Northern																		
Edmonton, Dunvegan and British Columbia																		
Quebec, Montreal and Southern																		
London and Port Stanley																		
Wabash																		1
Algoma Central and Hudson Bay					1													
Kettle Valley																		
Windsor, Essex and Lake Shore																		
British Columbia Electric																		
Père Marquette																		
Toronto, Hamilton and Buffalo							1									2		
Vancouver, Victoria and Eastern												1						1
Hull Electric																		
Esquimalt and Nanaimo																1		
					2		32	54				6		5		21	1	12

STATEMENT No. 4.—(*Concluded.*)

Name of Railway.	Asphyxiated in tunnel.		Handling freight.		Loading and unloading O.C.S. material.		Building and repairing.		Working in coal chute.		Cars moved while loading and unloading.		Drawbridge open.		Repairing cars on running track when moved by engine.		Locomotive dropping crown sheet of firebox.		Coupling and uncoupling air hose.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	....	....	....	23	....	4	....	2	....	5	....	11	....	....	....	3	....	3	....	5	69	771
Canadian Pacific	1	....	....	....	....	3	....	....	1	....	....	....	1	....	2	2	1	1	....	....	139	276
Canadian Northern	....	....	....	9	....	7	....	2	....	3	....	1	....	....	....	1	....	3	....	....	27	424
Michigan Central	....	....	....	2	....	2	....	....	....	....	....	....	....	....	....	1	....	....	....	....	10	120
Grand Trunk Pacific	....	....	....	4	....	2	....	....	....	....	....	....	....	....	....	....	....	1	....	....	6	79
Brantford and Hamilton	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8
Canadian Government Railways	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	9
New York Central	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6
Lake Erie and Northern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4
Edmonton, Dunvegan and B.C.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6
Quebec, Montreal and Southern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	7
London and Port Stanley	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	19
Wabash	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	7
Algoma Central and Hudson Bay	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....
Kettle Valley	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Windsor, Essex and Lake Shore	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	4
British Columbia Electric	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
Père Marquette	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6
Toronto, Hamilton and Buffalo	....	....	....	3	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	24
Vancouver, Victoria and Eastern	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	25
Hull Electric	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....
Esquimalt and Nanaimo	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	6
	1	....	....	42	....	19	....	4	1	8	....	12	1	....	2	7	1	8	....	5	264	1,813

STATEMENT No. 5.—Comparative statement in totals of killed and injured between years ending March 31, 1918, and March 31, 1919, separately for each and every year.

Character of Accidents.	1918.		1919.		1919.			
					Increase.		Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	19	242	9	159	....	....	10	83
Collision head-on	6	47	8	57	2	10	....	....
Collision rear-end	14	86	3	53	....	....	11	33
Collision in yard	9	58	2	40	....	....	7	18
Collision with cars standing foul of main line	....	14	....	1	....	....	....	13
Collision with cars account open switch	....	7	1	7	1	....	....	....
Collision at grade level (diamond) crossing	....	14	3	18	3	4	....	....
Public highway crossing protected by gates	6	15	3	20	....	5	3	....
Public highway crossing protected by bell	9	12	10	20	1	8	....	....
Public highway crossing protected by watchman	....	5	1	7	1	2	....	....
Public highway crossing unprotected	52	119	27	115	....	....	25	4
Private crossing	....	2	3	6	3	4	....	....
Trespassing	93	64	77	102	....	38	16	....
Working on or under engine	1	114	1	18	0	66	....	....
Miscellaneous	12	299	20	288	8	....	....	11
Adjusting couplers, coupling and uncoupling	5	70	6	75	1	5	....	....
Working on track or bridge	2	101	2	61	....	....	....	40
Falling off handcar, motor or velocipede	2	23	7	36	5	13	....	....
Handcar, motor or velocipede struck by train	5	11	10	15	5	4	....	....
Crawling under cars	....	1	....	1	....	....	....	....
Crawling through cars over couplers	1	3	....	7	....	4	1	....
Caught while passing through cars between couplers	5	4	2	4	....	....	3	....
Struck by car standing foul	....	10	1	6	1	....	....	4
Struck by switch stand, water spout, mail crane, etc	....	15	2	22	2	7	....	....
Crushed between cars, building, lumber pile, platform, etc	1	12	3	13	2	1	....	....
Explosion of locomotive boiler	....	1	....	....	....	....	....	1
Falling off passenger train	4	13	7	7	3	....	....	6
Falling off tender while handling coal	....	3	....	3	....	....	....	....
Falling off tender while taking water	....	7	....	6	....	....	....	1
Industrial	4	118	1	97	....	....	3	21
Riding on pilot of engine	....	4	....	16	....	12	....	....
Overhead bridge	....	....	1	7	1	7	....	....
Repairing cars on running track when moved by engine	2	....	....	1	....	1	2	....
Falling off top of car	6	23	2	37	....	14	4	....
Falling between cars going over top	1	2	3	9	2	7	....	....
Application of air brake	1	15	....	33	–	18	1	....
Jumping off train in motion	6	46	5	46	....	....	1	....
Attempt to board train in motion	13	24	3	35	....	11	10	....
Washout	....	....	....	....	....	....	....	....
Bridge gave way or burnt	....	....	....	....	....	....	....	....
Electrocuted	1	....	2	....	1	....	....	....
Run down by engine or car	43	50	32	54	....	4	11	....
Passing too close around end of string of cars	....	....	....	....	....	....	....	....
Caught in frog, guard rail, or switch road	....	5	....	6	....	1	....	....
Caught by engine or car while throwing switch	....	4	....	5	....	1	....	....
Falling off cars while climbing up and coming down side or end ladders	1	7	....	21	....	14	1	....
Falling off car while working handbrake	1	11	1	12	....	1	....	....
Asphyxiated in tunnel	....	....	1	....	1	....	....	....
Handling freight	2	80	....	42	....	....	2	38
Loading and unloading OCS material	....	33	....	19	....	....	....	14
Building and repairing	....	10	....	4	....	....	....	6
Working in coal chute	1	5	1	8	....	3	....	....
Cars moved while loading and unloading	1	8	....	12	....	4	1	....
Drawbridge open	....	....	1	....	1	—	....	....
Repairing cars on running rack when moved by engine	1	4	2	7	1	3	....	....
Locomotive dropping crown sheet of fire box	....	3	1	8	1	5	....	....
Coupling and uncoupling air hose	3	6	....	5	....	....	3	1
	333	1,830	264	1,813	46	277	115	294
	264	1,813	....	....	....	....	46	277
Decrease	69	17	....	....	....	....	69	17

STATEMENT No. 6.—Comparative statement in total of killed and injured between year ending March 31, 1918, and March 31, 1919, for each railway separately.

Name of Railway.	1918.		1919.		1919. Increase.		1919. Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	105	629	69	771	......	142	36	......
Canadian Pacific	129	282	139	276	10	......	......	6
Canadian Northern	46	348	27	424	......	76	19	......
Michigan Central	22	184	10	120	......	......	12	64
Grand Trunk Pacific	7	104	6	79	......	......	1	25
Brantford and Hamilton	1	5	......	8	......	3	1	......
Canadian Government	......	......	......	9	......	9	......	......
New York Central	......	11	......	6	......	......	......	5
Lake Erie and Northern	1	22	......	4	......	......	1	18
Edmonton, Dunvegan and British Columbia	......	......	......	6	......	6	......	......
Quebec, Montreal and Southern	1	12	1	7	......	......	......	5
London and Port Stanley	1	1	......	19	......	18	1	......
Wabash	3	25	1	17	......	......	2	8
Algoma Central and Hudson Bay	2	1	1	......	......	......	1	1
Kettle Valley	......	4	......	1	......	......	......	3
Windsor, Essex and Lake Shore	......	6	3	4	3	......	......	2
British Columbia Electric	......	......	......	1	......	1	......	......
Pere Marquette	2	13	......	6	......	......	2	7
Toronto, Hamilton and Buffalo	2	82	3	24	1	......	......	58
Vancouver, Victoria and Eastern	5	56	2	25	......	......	3	31
Hull Electric	......	3	1	......	1	......	......	3
Esquimalt and Nanaimo	......	9	1	6	1	......	......	3
Essex Terminal	......	3	......	......	......	......	......	3
Chatham, Wallaceburg and Lake Erie	1	......	......	......	......	......	1	......
Central Vermont	......	1	......	......	......	......	......	1
Midland	......	2	......	......	......	......	......	2
Montreal and Southern Counties	......	20	......	......	......	......	......	20
Thousand Islands	1	......	......	......	......	......	1	......
Oshawa	......	2	......	......	......	......	......	2
Dominion Atlantic	2	4	......	......	......	......	2	4
Great Northern	2	1	......	......	......	......	2	1
	333	1,830	264	1,813	16	255	85	272
	264	1,813	......	......	......	......	16	255
Decrease	69	17	......	......	......	......	69	17

STATEMENT No. 7.—Statement showing the number of highway crossing accidents with the total number of killed and injured by provinces and railways for the year ending March 31, 1919.

Name of Railway.	Ontario.			Quebec.			New Brunswick.			Nova Scotia.			Manitoba.			British Columbia.			Saskatchewan.			Alberta.			Total.		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Esq. and Nanaimo	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1		1	....	....	....	....	....	....	1	..	1
Grand Trunk	47	13	52	19	6	16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	66	19	68
Canadian Pacific	12	4	11	15	3	15	....	....	....	....	....	....	....	....	....	1	1	....	4	4	4	3	....	4	35	12	34
Michigan Central	2	1	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	1	2
Canadian Northern	6	1	10	3	....	3	....	....	....	....	....	....	7	1	10	....	....	....	4	....	4	6	4	7	26	6	34
Grand Trunk Pacific	....	....	....	....	....	....	....	....	....	....	....	....	1	1	1	....	....	....	3	....	7	....	....	....	4	1	8
Père Marquette	2	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	3
Toronto, Hamilton and Buffalo	4	1	5	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4	1	5
Windsor, Essex and Lake Shore	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Lake Erie and Northern	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
	75	20	85	37	9	34	....	....	....	....	....	....	8	2	11	2	1	1	11	4	15	9	4	11	142	40	157

STATEMENT No. 8.—Statement showing highway crossings at which protection provided, and nature of protection, during year ending March 31, 1919.

File No.	Order No.	Location of Crossing.	Railway.	Nature of Protection.
26727·27	27387	Galt, Ont., Beverley St., and Macadamized road (Dundas and Waterloo Road)	C.P.R.	Train movements to be flagged.
26727·25	27389	Galt, Ont., Beverley St., near Roelafson Factory	C.P.R.	Train movements to be flagged.
9437·44	27215	Hawkesbury, Ont., Main Street	G.T.R.	Watchman—8 a.m. to 8 p.m.
3878·285	27203	Trenton, Ont., Marmora Street	C.N.R.	Watchman—day and night.
26765·49	27194	Galt, Ont., Hespeler Road	G.T.R.	Removal of trees.
26842·1	27179	Hagarsville, Ont., Tuscarora Street	M.C.R.	Watchman—day time.
9437·1248	27216	Hawkesbury, Ont., Regent Street	G.T.R.	Bell.
26842·6	27238	Hagarsville, Ont., Main Street	M.C.R.	Gates.
26765·65	27218	Dorchester, Ont., Highway immediately west	G.T.R.	Removal of old house obstructing view.
27156·28	27313	Newport Sub., Highway North of Crowell's Siding, M.P. 39·4	C.P.R.	Bell.
26727·30	27706	Ingersoll, Ont., King Street west	C.P.R.	Bell.
15725	28172	Mission City, B.C., Horne avenue	C.P.R.	Bells (One on each side.)
27401	28129	Woodstock, N.B., Bull Street	C.P.R.	Bell.
27156·34	27979	Deschènes, Que., Deschènes Crossing	C.P.R.	Bell.
9437·463	27716	Morse, Sask., first crossing west	C.P.R.	Bell.
27156·25	28119	M.P. 26½, Maniwaki Sub	C.P.R.	Bell.
26842·4	27583	Twp. of Maidstone, Ont., Co. Essex, North Talbot Road	M.C.R.	Diversion.
26842·4	27583	Twp. of Maidstone, Ont., Co. Essex, Naylor Side Road	M.C.R.	Bells—One on each side; cars kept clear 200′ on sidings.
9437·656	27294	Piles Jct., Que., Que. ¼ west of	C.P.R.	Overhead bridge substituting bell by Order No. 14349.
9437·1160	27616	Dorval, Que., Cote de Liesse Road	C.P.R. and G.T.R.	Gates.
9437·943	27589	Richmond, Que., 3 miles east of in Twp. Cleveland	C.P.R.	Two crossings closed and one diversion.

STATEMENT NO. 9.—Statement showing the number of highway crossings at which protection has been ordered by the Board, and the nature of protection set out by provinces, for the year ending March 31, 1919.

Nature of Protection.	Nova Scotia.	New Brunswick.	Quebec	Ontario	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Total.
Bells	......	1	3	4	......	1	......	2	11
Gates	......	......	1	1	......	......	......	......	2
Closing streets	......	......	2	......	......	......	......	......	2
Overhead bridge	......	......	1		......	......	......	......	1
Diversion	......	......	1	1	......	......	......	......	2
Train movements flagged	......	......	......	2	......	......	......	......	2
Watchman	......	......	......	3	......	......	......	......	3
Removal of houses and trees	.....	......	......	2	......	......	......	......	2
Cars kept clear specified distance	.....	......	.....	1	......	......	......	......	1
		1	8	14	......	1	......	2	26

STATEMENT NO. 10.—Statement showing number of persons killed and injured at public highway crossings. Separately for each year for five years ending March 31, 1919.

Year.	Gates.		Bell.		Watchman.		Unprotected		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1915	6	10	2	7	2	5	37	68	47	90
1916	3	4	9	8	2	5	31	57	45	74
1917	10	15	4	10	1	13	45	98	60	136
1918	6	15	9	12	......	5	52	119	67	151
1919	3	20	10	20	1	7	27	115	41	162
	28	64	34	57	6	35	192	457	260	613

STATEMENT No. 11.—Statement showing the number of highway crossing accidents, the nature of same, for each and every year separately for the five years ending March 31, 1919.

—	Gates.						Watchman.						Bell.						Unprotected.						Total.					
	1915	1916	1917	1918	1919	Total.	1915	1916	1917	1918	1919	Total.	1915	1916	1917	1918	1919	Total.	1915	1916	1917	1918	1919	Total.	1915	1916	1917	1918	1919	Total.
Automobile...	2	....	2	1	3	8	1	2	1	3	1	8	1	2	4	5	13	25	9	11	29	45	49	143	13	15	36	54	66	184
Horse and rig.	2	1	2	1	....	6	2	1	4	3	....	10	3	7	7	3	1	21	59	49	45	43	28	224	66	58	58	50	29	261
Pedestrian....	11	6	12	9	17	55	1	3	1	1	6	12	3	2	4	4	3	16	20	17	25	21	21	104	35	28	42	35	47	187
	15	7	16	11	20	69	4	6	6	7	7	30	7	11	15	12	17	62	88	77	99	109	98	471	114	101	136	139	142	632

The grand total of 632 accidents covers 260 persons killed and 613 persons injured, as referred to in the preceding statement.

STATEMENT No. 12.—Statement showing the number of trespassers killed and injured by provinces and railways for the year ending March 31, 1919.

Name of Railway.	Nova Scotia.		New Brunswick.		Quebec.		Ontario.		Manitoba.		Saskatchewan.		Alberta.		British Columbia.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	....	....	....	....	10	14	18	29	....	....	....	....	....	....	....	....	28	43
Canadian Pacific	....	....	....	3	7	2	19	18	3	2	2	....	2	1	1	1	34	27
Canadian Northern	....	2	....	....	1	6	1	4	....	2	3	1	1	3	1	1	7	19
Quebec, Montreal and Southern	....	....	....	....	1	1	....	....	....	....	....	....	....	....	....	....	1	1
Wabash	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....
Michigan Central	....	....	....	....	....	....	2	3	....	....	....	....	....	....	....	....	2	3
Pere Marquette	....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	....	2
Grand Trunk Pacific	....	....	....	....	....	....	....	....	....	....	1	....	....	....	2	1	3	1
Toronto, Hamilton and Buffalo	....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	....	2
Vancouver, Victoria and Eastern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	2	1	2
Esquimalt and Nanaimo	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
	....	2	....	3	19	23	41	58	3	4	6	1	3	4	5	7	77	102

STATEMENT No. 13.—Statement showing the number of persons killed and injured on the various railways under the judisdiction of the Board from April, 1910, until March 31, 1919, classified under three headings and shown separately for each and every year.

Year.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
1910	51	211	194	745	211	167	456	1,123
1911	24	132	263	788	207	199	494	1,119
1912	28	292	230	1,381	231	238	489	1,911
1913	21	410	303	1,603	319	218	643	2,231
1914	31	339	249	1,250	314	310	594	1,899
1915	8	239	99	873	230	251	337	1,363
1916	17	140	120	788	200	197	337	1,125
1917	16	280	155	1,174	212	239	383	1,693
1918	22	342	137	1,220	174	268	333	1,830
1919	28	202	117	1,344	119	267	264	1,813
	246	2,587	1,867	11,166	2,217	2,354	4,330	16,107

STATEMENT No. 14.—Statement showing the number of persons killed and injured in the more prominent accidents on the various railways under the jurisdiction of the Board, shown separately for each year for the five years ending March 31, 1919.

	1915.		1916.		1917.		1918.		1919.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	7	82	6	55	10	234	19	242	9	159	51	772
Collision head-on	2	46	4	5	6	45	6	47	8	57	26	200
Collision rear end	7	49	11	76	16	42	14	86	3	53	51	306
Collision in yard	3	54	26	31	3	13	9	58	2	40	43	196
Collision with cars, open switch	......	4	......	3	......	15	......	7	1	7	1	36
Collision with cars, foul main line	......	2	1	......	2	5	......	14	......	1	3	22
Collision at level crossing	2	22	......	1	2	22	......	14	3	18	7	77
Highway crossing protected	10	22	14	17	15	38	15	32	14	47	68	156
Highway crossing unprotected	37	68	31	57	45	98	52	119	27	115	192	457
Adjusting couplers, uncoupling, etc	7	38	5	39	5	53	5	70	6	75	28	275
Trespassing	170	126	143	102	129	79	93	64	77	102	612	473
Handcar, motor, struck by train	5	9	5	3	6	7	5	11	10	15	31	45
Struck by switch stand, etc	1	8	2	6	......	19	......	15	2	22	5	70
Caught between cars and buildings	......	9	2	8	1	17	1	12	3	13	7	59
Falling off passenger train	3	11	1	12	4	13	4	13	7	7	19	56
Falling off top of car	4	22	5	22	4	21	6	23	2	37	21	125
Falling between cars going over top	2	3	......	3	2	4	1	2	3	9	8	21
Jumping off train in motion	3	45	11	38	12	53	6	46	5	46	37	228
Attempt to board train in motion	2	29	8	22	4	30	13	24	3	35	30	140
Run down by engine or car	33	41	27	42	63	56	43	50	32	54	198	243
Locomotive dropping crown sheet	......	3	......	......	......	2	......	3	1	8	1	16
	298	693	302	542	330	866	292	952	218	920	1,440	3,973

STATEMENT NO. 15.—Statement showing number of cars inspected for year ending March 31, 1919, together with defects noted.

Name of Railway.	Cars inspected.	Cars defective.	Per cent defective.	Grand total defects.	Couplers and parts.	Per cent defective.	Uncoupling mechanism.	Per cent defective.	Hand-holds.	Per cent defective.	Air brakes.	Per cent defective.
Canadian Pacific	31,787	1,711	5·31	1,920	41	2·08	322	16·77	61	3·18	1,194	62·18
Grand Trunk	22,458	1,224	5·45	1,414	38	2·69	204	14·43	37	2·62	943	66·62
Canadian National	13,908	731	5·26	817	21	2·57	191	23·38	32	3·92	454	55·57
Grand Trunk Pacific	2,953	158	5·35	168	3	1·79	39	23·21	9	5·36	81	48·21
Michigan Central	2,222	105	4·73	110	....	....	6	5·45	3	2·73	86	78·18
Toronto, Hamilton and Buffalo	1,348	77	5·76	73	1	1·37	8	10·96	1	1·37	56	76·72
Père Marquette	822	55	6·69	60	....	....	2	3·34	2	3·34	42	70·00
Dominion Atlantic	343	34	9·91	43	....	....	4	9·30	....	....	27	62·71
Quebec Oriental	228	27	11·84	40	2	5·00	14	35·00	1	2·5	18	45·00
Winnipeg Joint Terminals	358	8	2·23	8	....	....	2	25·00	....	....	6	75·00
Algoma Eastern	53	23	43·39	18	1	5·55	5	27·77	1	5·55	10	55·55
Algoma Central	585	60	10·25	69	2	2·89	8	11·59	3	4·35	34	49·27
Boston and Maine	96	8	8·32	8	....	....	1	12·00	....	....	5	62·5
New York and Ottawa	25	4	16·00	4	....	....	2	50·00	1	25·00	1	25·00
London and Port Stanley	75	7	9·33	8	....	....	1	12·00	1	12·00	2	25·00
	77,261	1,232	5·48	4,760	109	2·29	809	16·99	152	3·19	2,959	62·16

STATEMENT No. 15.—Statement showing number of cars inspected for year ending March 31, 1919, together with defects noted.

Name of Railway.	Ladders.	Per cent defective.	Sill steps.	Per cent defective.	Height of couplers.	Per cent defective.	Miscel-laneous.	Per cent defective.
Canadian Pacific	65	3·31	125	6·50	6	·31	106	5·50
Grand Trunk	38	2·69	42	2·97	4	·29	108	7·64
Canadian National	22	2·69	39	4·79			58	7·09
Grand Trunk Pacific	5	2·98	9	5·36	1	·59	21	12·5
Michigan Central	4	3·64	3	2·73			8	7·27
Toronto, Hamilton and Buffalo	2	2·74	2	2·74			3	4·10
Pere Marquette	2	3·34					12	20·00
Dominion Atlantic	2	4·65	7	16·28			3	6·98
Quebec Oriental			2	5·00			3	7·5
Winnipeg Joint Terminals								
Algoma Eastern			1	5·55				
Algoma Central	2	2·89	6	8·69			14	20·29
Boston and Maine							2	25·00
New York and Ottawa								
London and Port Stanley							4	50·00
	142	2·98	236	4·96	11	·23	342	7·18

STATEMENT No. 16.—Statement showing defective safety appliances on freight cars as reported by the inspectors for year ending March 31, 1919.

COUPLERS AND PARTS.

Coupler body broken	
Coupler body worn	1
Guard arm short	1
Knuckle broken	
Knuckle worn	1
Knuckle missing	8
Knuckle pin broken	2
Knuckle pin wrong	1
Knuckle pin bent	
Knuckle pin missing	6
Lock block broken	81
Lock block worn	3
Lock block wrong	
Lock block bent	
Lock block inoperative	2
Lock block missing	2
Lock block key missing	1
Lock block trigger missing	
Total	109

UNCOUPLING MECHANISM.

Uncoupling lever broken	25
Uncoupling lever wrong	
Uncoupling lever bent	32
Uncoupling lever incorrectly applied	2
Uncoupling lever missing	68
Uncoupling chain broken	538
Uncoupling chain too long	
Uncoupling chain too short	8
Uncoupling chain kinked	2
Uncoupling chain missing	112
End casting broken	8
End casting wrong	
End casting bent	3
End casting loose	4
End casting incorrectly applied	1
End casting missing	3
Keeper broken	2
Keeper wrong	
Keeper bent	
Keeper loose	1
Keeper incorrectly applied	
Keeper missing	
Angle clip loose	
Total	809

HANDHOLDS.

Handhold broken	7
Handhold bent	109
Handhold loose	7
Handhold incorrectly applied	
Handhold missing	29
Total	152

HEIGHT OF COUPLERS.

Coupler too high	
Coupler too low	3
Carrier iron loose	8
Total	11

STATEMENT No. 16.—*Concluded.*

AIR BRAKES.

Triple valve defective	
Triple valve missing	
Reservoir defective	
Reservoir loose	2
Cylinder defective	23
Cylinder loose	62
Cylinder and triple valve not cleaned within 12 months	28
Cylinder and triple valve not stencilled with date of cleaning	1
Cut out cock defective	64
Release cock defective	2
Release cock missing	3
Release rod broken	112
Release rod missing	66
Angle cock defective	194
Angle cock missing	9
Train pipe broken	15
Train pipe loose	68
Train pipe bracket missing	27
Crossover pipe defective	31
Hose defective	3
Hose missing	132
Hose gasket missing	
Retaining valve defective	5
Retaining valve missing	6
Retaining pipe defective	98
Retaining pipe missing	4
Brake rigging defective	187
Brake cut out	1,789
Brake cut out card old	14
No brake of any kind	13
Pump missing	1
Total	2,959

LADDERS.

Ladder round broken	26
Ladder round bent	99
Ladder round loose	8
Ladder round missing	7
Ladder loose	2
Ladder incorrectly applied	
Total	124

SILL STEPS.

Sill step broken	3
Sill step bent	214
Sill step loose	5
Sill step incorrectly applied	2
Sill step missing	12
Total	236

MISCELLANEOUS.

Total	342
Grand total	4,760

STATEMENT NO. 17 "A".—Statement of defects on freight cars shown separately for each year for five years ending March 31, 1919.

	1915	1916	1917	1918	1919	Total
Couplers and parts	166	100	100	54	109	529
Uncoupling mechanism	886	551	548	470	809	3,264
Handholds	182	340	291	158	152	1,123
Air brakes	4,181	3,127	1,887	1,710	2,959	13,864
Ladders	417	151	99	97	142	906
Sill steps	301	213	195	158	236	1,103
Height of couplers	....	4	4	6	11	25
Miscellaneous	876	565	371	214	342	2,368
	7,009	5,051	3,495	2,867	4,760	23,182

STATEMENT NO. 17 "B".—Statement of cars inspected and defective shown separately for each year for five years ending March 31, 1919.

	1915	1916	1917	1918	1919	Total
Cars inspected	105,485	77,491	58,073	52,224	77,261	370,534
Cars defective	6,578	4,541	2,957	2,499	4,232	20,807
Percentage defective	6·24	5·86	5·09	4·79	5·48	5·62

APPENDIX "D."

REPORT OF THE CHIEF FIRE INSPECTOR.

OTTAWA, March 31, 1919.

A. D. CARTWRIGHT, Esq.,
Secretary, Board of Railway Commissioners,
Ottawa, Ont.

SIR,—I have the honour to submit herewith the report of the Fire Inspection Department, for the year ending March 31, 1919, for the fourteenth annual report of the Board.

RAILWAY LINES WITHDRAWN FROM JURISDICTION OF THE BOARD.

Since submitting the last annual report of this department, four railway lines in the province of New Brunswick have been absorbed into the Canadian Government Railways system, viz: the Elgin and Havelock, 28 miles; the Salisbury and Albert, 45 miles; the Saint Martins, 30 miles; and the Moncton and Buctouche, 32 miles. These lines having been withdrawn from the Board's jurisdiction, no information or figures are available as to the fire situation on these lines during the past fire season.

ORGANIZATION.

The co-operative relationship between the Fire Inspection Department of the Board and the respective Dominion and provincial forest fire-protective organizations has continued in effect. During the past year, eighty-five officials of such organizations have acted as local officers of the Fire Inspection Department as follows:—

British Columbia Forest Branch	29 men.
Dominion Parks Branch	4 "
Dominion Forestry Branch	5 "
Ontario Forestry Branch	24 "
Quebec Forest Service	15 "
New Brunswick Forest Service	3 "
Office of Chief Fire and Game Guardian of Alberta	3 "
Office of Fire Commissioner of Saskatchewan	2 "
Total	85 men.

RAILWAY FIRE PATROLS.

As reported last year, the special patrol requirements are now largely standardized. Taking into consideration the difficulties, due to war conditions, of securing competent men and equipment, the patrol requirements and fire protective measures prescribed were, on the whole, reasonably carried out.

FIRE STATISTICS.

A grand total of 1,144 fires, from all causes, were reported as having originated within 300 feet of railway lines subject to the Board, during 1918. These fires were distributed throughout the Dominion as follows:—

344 fires or 30·1 per cent occurred in British Columbia.
184 " " 16·1 " " " " Prairie Provinces.
464 " " 40·6 " " " " Ontario.
94 " " 8·2 " " " " Quebec.
6 " " ·5 " " " " New Brunswick.
52 " " 4·5 " " " " Nova Scotia.

Of the grand total of 1,144 fires reported, 468 were class A fires, which did no damage, while 676 fires were class B fires, which burned over 64,591 acres, destroying property valued at $102,416. Of the total of B class fires, 78 per cent are definitely attributed to railway agencies, 7 per cent to known causes other than railways, and 15 per cent to unknown causes. A total area of 64,591 acres was burned over, of which 89 per cent is chargeable against the railways, 3 per cent to known causes other than railways, and 8 per cent to unknown causes. The total damage done is estimated at $102,416. Of this, the railways are definitely charged with 66 per cent, while 26 per cent of the damage is due to known causes other than railway, and 8 per cent to unknown causes.

SUMMARY of Reports on Fires in Forest Sections originating within 300 feet of track on Railway Lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, Season of 1918.

	Canadian Pacific (Western Lines) (a)	Kettle Valley.	Canadian Pacific (Eastern Lines) (b)	Canadian Northern (Western Lines).	Canadian Northern (Eastern Lines) (c).	Grand Trunk Pacific.	Grand Trunk.	Great Northern (d).	Edmonton, Dunvegan and British Columbia	Algoma Central and Hudson Bay.	Miscellaneous (e).	Totals.
A. RAILWAY FIRES.												
1. *Number by Causes*—												
(*a*) Locomotives, Class A fires	70	4	27	21	152	34	12	31	10	4	5	370
Locomotives, Class B fires	22	30	103	32	83	34	45	29	60	5	11	454
(*b*) Employees, Class A fires	2			1	8					3		14
Employees, Class B fires	2		8	8	28		3	3	5	1	1	59
(*c*) Total of Class A fires	72	4	27	22	160	34	12	31	10	7	5	384
Total of Class B fires	24	30	111	40	111	34	48	32	65	6	12	513
Total of all railway fires	96	34	138	62	271	68	60	63	75	13	17	897
2. *Areas burned (Acres)*—												
(*a*) Young forest growth	161	4	272	212	4,881	126	254	5	4,346	2		10,263
(*b*) Timber land	224	588	171	715	7,505	62	12	50	5,943	3		15,273
(*c*) Slashing or old burn	310	235	1,384	1,758	3,945	1	606	435	7,042	44	26	15,786
(*d*) Other classes of land	473	6,854	377	1,899	318	142	86	70	6,028	1	46	16,294
(*e*) Total	1,168	7,681	2,204	4,584	16,649	331	958	560	23,359	50	72	57,616
3. *Value of property destroyed*—												
(*a*) Young forest growth	$ 410	$ 8	$ 500	$ 652	$ 7,597	$ 365	$ 109	$ 7	$ 4,100			$ 13,748
(*b*) Standing timber	762	523	625	2,150	14,310	664	130		9,227	$ 70		28,461
(*c*) Forest products			261	2,090	77		1,078	100			$ 131	3,737
(*d*) Other property	344	140	1,327	635	15,888		1,400	380	1,705	75	40	21,934
(*e*) Total	$ 1,516	$ 671	$ 2,713	$ 5,527	$37,872	$ 1,029	$ 2,717	$ 487	$15,032	$ 145	$ 171	$ 67,880

SUMMARY of Reports on Fires in Forest Sections, etc.—*Concluded.*

	Canadian Pacific (Western Lines) (a)	Kettle Valley.	Canadian Pacific (Eastern Lines) (b)	Canadian Northern (Western Lines).	Canadian Northern (Eastern Lines) (c).	Grand Trunk Pacific.	Grand Trunk.	Great Northern (d).	Edmonton, Dunvegan and British Columbia	Algoma Central and Hudson Bay.	Miscellaneous (e).	Totals.
B. KNOWN CAUSES OTHER THAN RAILWAY FIRES.												
1. *Number by Causes*—												
(*a*) Campers and travellers—Class A fires	4		1	3	5			2	1			16
Campers and travellers—Class B fires	1		4	3	1	6						15
(*b*) Settlers, Class A fires				1	1							2
Settlers, Class B fires	4	1		7	1				4			17
(*c*) Other known causes—Class A fires	4	1		2	6	3						16
Other known causes—Class B fires	4		1	1	6					1		13
(*d*) Total of Class A fires	8	1	1	6	12	3		2	1			34
Total of Class B fires	9	1	5	11	8	6			4	1		45
Total of all known causes	17	2	6	17	20	9		2	5	1		79
2. *Areas burned* (*Acres*)—												
(*a*) Young forest growth	165				17				1			183
(*b*) Timber land	25					3						28
(*c*) Slashing or old burn	97	1		14	63	211						386
(*d*) Other classes of land	200	2	25	922					51	1		1,201
(*e*) Total	487	3	25	936	80	214			52	1		1,798
3. *Value of property destroyed*—												
(*a*) Young forest growth	$ 265		$		$ 30	$			$ 2			$ 297
(*b*) Standing timber						15						15
(*c*) Forest products					7,002							7,002
(*d*) Other property	2,140		1,225		10,348	5,500						19,213
(*e*) Total	$ 2,405		$ 1,225		$17,380	$ 5,515			$ 2			$ 26,527
C. FIRES OF UNKNOWN ORIGIN.												
1. *Number*—												
(*a*) Total of Class A fires	15		5	16	6	2	1	5				50
(*b*) Total of Class B fires	28	2	37	6	34	2	2			3	4	118
(*c*) Total of all unknown fires	43	2	42	22	40	4	3	5		3	4	168

2. *Areas burned (Acres)*—												
(*a*) Young forest growth	50		22	50	50		1					173
(*b*) Timber land	500		76	182	33							791
(*c*) Slashing or old burn	2,003	1	1,096	7	162	90	5			2	5	3,371
(*d*) Other classes of land	28	1	102	4	700	1				2	4	842
(*e*) Total	2,581	2	1,296	243	945	91	6			4	9	5,177
3. *Value of property destroyed*—												
(*a*) Young forest growth	$ 1,000		$ 20	$ 150	$ 277		$ 5					$ 1,452
(*b*) Standing timber	250		850	3,350	96							4,546
(*c*) Forest products	45			9	143							197
(*d*) Other property	600		350		864							1,814
(*e*) Total	$ 1,895		$ 1,220	$ 3,509	$ 1,380		$ 5					$ 8,009
D. GRAND TOTALS FOR ALL CAUSES.												
1. *Number*—												
(*a*) Total of all Class A fires	95	5	33	44	178	39	13	38	11	7	5	468
(*b*) Total of all Class B fires	61	33	153	57	153	42	50	32	69	10	16	676
(*c*) Total of all fires reported	156	38	186	101	331	81	63	70	80	17	21	1,144
2. *Areas burned (Acres)*—												
(*a*) Young forest growth	376	4	294	262	4,948	126	255	5	4,347	2		10,619
(*b*) Timber land	749	588	247	897	7,538	65	12	50	5,943	3		16,092
(*c*) Slashing or old burn	2,410	237	2,480	1,779	4,170	302	611	435	7,042	46	31	19,543
(*d*) Other classes of land	701	6,857	504	2,825	1,018	143	86	70	6,079	4	50	18,337
(*e*) Total	4,236	7,686	3,525	5,763	17,674	636	964	560	23,411	55	81	64,591
3. *Value of property destroyed*—												
(*a*) Young forest growth	$ 1,675	$ 8	$ 520	$ 802	$ 7,904	$ 365	$ 114	$ 7	$ 4,102	$	$	$ 15,497
(*b*) Standing timber	1,012	523	1,475	5,500	14,406	679	130		9,227	70		33,022
(*c*) Forest products	45		261	2,099	7,222		1,078	100			131	10,936
(*d*) Other property	3,084	140	2,902	635	27,100	5,500	1,400	380	1,705	75	40	42,961
(*e*) Total	$ 5,816	$ 671	$ 5,158	$ 9,036	$56,632	$ 6,544	$ 2,722	$ 487	$15,034	$ 145	$ 171	$102,416

(*a*) Includes Esquimalt and Nanaimo Railway.
(*b*) Includes Dominion Atlantic Railway.
(*c*) Includes Halifax and South Western Railway—approximately two-thirds of the fires charged to Canadian Northern (Eastern Lines) occurred on this line.
(*d*) Includes Victoria and Sidney.
(*e*) Includes following lines:—Algoma Eastern; Atlantic, Quebec and Western and Quebec Oriental; Boston and Maine; Cumberland Railway and Coal Company; Temiscouata; White Pass and Yukon.

NOTE.—No fires were reported during 1918 as originating within 300 feet of track along the following lines: Maine Central; Ottawa and New York; Quebec, Montreal and Southern; Western Power Company of Canada.

Class A fires are those which cover an area of less than one-fourth acre.
Class B fires are those which cover an area of one-fourth acre or more.

RIGHT OF WAY CLEARING.

The continued shortage of labour, coupled with the necessity of railway employees carrying out essential work, such as maintenance of track, etc., resulted in much less right of way clearing being done than would be the case under normal conditions.

FIRE PROTECTIVE APPLIANCES ON LOCOMOTIVES.

Four officers of the Fire Inspection Department (one in New Brunswick, one in Quebec, and two in Ontario) were especially detailed to make inspections of fire protective appliances on locomotives.

Thirteen additional officers were given instructions and made periodical inspections of fire protective appliances on locomotives during 1918.

During the fire season of 1918, extending from April 1 to November 1, officers of the Fire Inspection Department made 1,704 inspections of fire protective appliances on locomotives operating through forested territory. Of this number, 26·5 per cent were found defective. The majority of such defects were of a minor character.

The following table shows the number of locomotives so inspected and the percentage found defective on the following railway lines:—

Railway.	Number Inspected.	Number Defective.	Per cent Defective.
Canadian Pacific	652	213	32.6
Canadian Northern	459	105	22.8
Grand Trunk	211	54	25.5
Grand Trunk Pacific	83	9	10.8
Edmonton, Dunvegan and British Columbia	127	1	.8
Great Northern	25	17	68.0
Kettle Valley	15	8	53.3
Algoma Central and Hudson Bay	34	14	41.2
Algoma Eastern	22	15	68.2

The maintenance of fire protective appliances on locomotives in an efficient state is of the utmost importance between April 1 and November 1. The majority of fires occurring annually along railway lines are attributed to sparks thrown from locomotive stacks. During the past season 824 such fires, or 72 per cent of all fires reported, are attributed to sparks from locomotives. Of this number, 454 fires, or 39·7 per cent, burned over 57,616 acres and did damage estimated at $67,880.

LOCOMOTIVE FUEL.

During the season of 1918 the use of oil as locomotive fuel was discontinued between Jasper and Fort George on the Grand Trunk Pacific Railway. Oil fuel is still in use on this railway between Prince Rupert and Fort George.

FIRE GUARDS.

The fire guard requirements, issued under date of April 14, 1917, were adopted and applied as the measures necessary to be taken in connection with the construction and maintenance of fire guards for the year 1918.

The special arrangements made for the conduct of experiments, in specified limited territory, looking toward a reduction in the cost of fire guard construction and maintenance outlined in the last report, were continued.

Subject to specified conditions, authority was granted the several companies concerned, to handle the fire-guarding of wild lands on the basis of an eight-foot ploughed strip instead of a sixteen-foot ploughed strip, as to:

Canadian Pacific Railway: (1) All lines in the province of Manitoba; (2) The following subdivisions in the Saskatchewan district: Kisby, Colonsay, Bulyea, Indian

Head, Lanigan, Wynyard, Nacklin, Sutherland, Kelfield, Wilkie, Reford, Hardisty, Cut Knife. (3) The following subdivisions in the Alberta district: Alberta Central, Leduc, Coronation, Wgetaskiwin, Lacombe.

Canadian Northern Railway: Alliance, Edmonton, Vermilion, Battleford, Cut Knife, Sturgeon River, Strathcona, Brazeau and Battle River (between Vegreville Junction and Warden only) subdivisions.

Grand Trunk Pacific Railway: Winnipeg and Rivers, Rivers and Melville, Melville and Watrous, Watrous and Biggar, Biggar and Wainwright, Wainwright and Edmonton, Edmonton and Edson subdivisions.

Edmonton, Dunvegan and British Columbia railway: Between Edmonton and Mileage 70.0.

It was made clear that this modification of the fire guard requirements was on a purely experimental basis, with a view to determining what modifications, if any, are desirable in connection with the fire-guarding of wild lands in future years.

It was prescribed that the ploughing of the eight-foot strip in question should, so far as possible, be done at the outer edge of the sixteen-foot guard, to avoid the breaking of new ground, with consequent increase in the weed nuisance. Every effort was to be made in burning between the eight-foot ploughed strip and the track, to dispose of dead weeds and grass on the remaining portions of the old guard.

Reports are required to be submited to the Chief Fire Inspector, relative to each fire which occurs prior to June 1, 1919, in wild lands on any of the subdivisions in question. Such reports are to be submitted as the fires occur, and to contain the information called for by the Board's circular No. 133, and, in addition, in each case, a statement as to the width of ploughed strip, its distance from the track, whether fire jumped the guard, and any other information available, bearing on the efficiency of the fire-guarding arrangements at the point in question.

Statements are also to be submitted, in duplicate, when the ploughing of such guards is completed, showing the location by subdivisions, mileages, and side of track, of all eight-foot guards ploughed in wild lands; these statements to indicate also the date when the guard was ploughed.

Following the issuance of the above, the Canadian Pacific railway made application requesting that the territory, on which the option of ploughing eight-foot fire guards was granted, be enlarged, also that such option be extended to include fenced grazing lands. This necessitated a detailed examination of such territory in the field, and on the basis of reports and recommendations received, the company were granted further authority, subject to specified conditions, to handle the fire-guarding of wild lands and fenced grazing lands, on the basis of an eight-foot ploughed strip instead of a sixteen-foot ploughed strip, as to the Empress, Red Deer and Kerrobert subdivisions, and as to portions of the Indian Head, Brooks, Swift Current, Langdon, Laggan and Outlook subdivisions.

FIRE GUARD STATISTICS.

There were 14,237·90 track miles of railway lines in the three Prairie Provinces during 1918 subject to the fire guard requirements. an increase of 49·77 miles over 1917. This is equivalent to 28,475·80 fire guard miles, since fire guards are required to be maintained on both sides of a railway line.

The annual summary of fire guard construction and maintenance attached hereto shows that 10,142·54 miles of fire guards were constructed or maintained during the past year. and 18,333·26 miles for various reasons were not constructed. Of this, there was exempted by this department 8,433·18 miles; owner of land refused to allow construction. 26·28 miles; land already ploughed. 2,779·04 miles; grain stubble and cultivated hay lands not fire guarded by owner, 4,905·16 miles. Thus, as to a total of 16,143·66 miles of fire guards not constructed the reasons assigned by the companies were considered acceptable, leaving 2,189·60 miles unaccounted for, but which presumably should have been fire guarded.

SUMMARY of Fire Guard Construction and Maintenance by Railways in the Provinces of Manitoba, Saskatchewan and Alberta, 1918.

—	Edmonton, Dunvegan and British Columbia	Great Northern.	Grand Trunk Pacific.	Canadian Northern.	Canadian Pacific.	Totals.
Length in track miles	406·60	162·38	2,002·40	5,254·20	6,412·12	14,237·90
Length in fire guard miles[1]	813·60	324·76	4,004·80	10,508·40	12,824·24	28,475·80
Fire guards constructed (shown in fire guard miles)—						
(*a*) Grain stubble lands Fireguarded	3·25	88·50	41·50	777·40	1,507·32	2,417·97
(*b*) Cultivated hay lands by owner.	0·34	...	...	211·30	15·18	226·82
(*c*) Fenced grazing lands	1·10	192·25	431·00	544·60	1,531·78	2,700·93
(*d*) Wild lands	0·45	0·50	710·40	1,473·40	2,612·07	4,796·82
Total miles of fire guards constructed	5·14	281·25	1,182·90	3,006·90	5,666·35	10,142·54
Fire guards not constructed (shown in fire guard miles)—						
Exemptions[2]	745·05	36·00	1,135·00	3,964·70	2,552·43	8,433·18
Owner refuses to allow construction[3]	...	...	...	9·90	16·38	26·28
Unnecessary; land already ploughed[4]	...	2·00	275·10	896·40	1,605·54	2,779·04
(*a*) Grain stubble lands Not fireguarded	...	...	1,021·30	1,800·00	1,805·26	4,626·56
(*b*) Cultivated hay lands. by owner[5].	...	...	9·30	198·30	71·00	278·60
Miscellaneous other reasons	63·41	3·51	381·20	632·20	1,107·28	2,189·60
Total miles of fire guards not constructed	808·46	43·51	2,821·90	7,501·50	7,157·89	18,333·26

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[1] Fire guard mileage is double the track mileage, since the construction of fire guards, is required on both sides of the track.

[2] Company exempted from fire guard construction, as to portions of line where showing made that such construction is unnecessary or impracticable.

[3] Employees of railway company refused permission, by owner, to enter upon land for purpose of constructing fire guards.

[4] Fire guarding unnecessary, because fields already ploughed.

[5] Fire guarding in grain stubble and in cultivated hay lands required only where the land owner or occupant would undertake to plough guard at the reasonable price specified by the Board.

COMPLAINTS *re* FIRE GUARDS.

Fifteen specific complaints were received during 1918 as follows:—

Failure to plough or maintain guards in an efficient state:—

Canadian Pacific	1
Canadian Northern	3
Grand Trunk Pacific	1

Damage to crops and property by fires set:—

Canadian Northern	6
Canadian Pacific	4

Respectfully submitted,

CLYDE LEAVITT.
Chief Fire Inspector, B.R.C.

APPENDIX E.

Appeals.

List of cases appealed to the Supreme Court of Canada, from February 1, 1904, to March 31, 1919.

File No.	Subject.	Decision.
1114	Montreal Terminal Railway *vs.* Montreal Street Railway, Pius IX Avenue crossing, Montreal, Que. Question of jurisdiction	Allowed.
1492	James Bay Railway *vs.* Grand Trunk Railway crossing. Belt Line spur. Question of law	Dismissed.
383	Ottawa Electric Railway and City of Ottawa *vs.* Canada Atlantic Railway, *re* Bank Street subway, Ottawa. Question of law	Dismissed.
1621	Toronto Railway Company from Order of the Board No. 7813, dated July 3, 1909, *re* high level bridge over the Don improvement and tracks of the Canadian Pacific Railway and Grand Trunk Railway, Toronto. Question of jurisdiction	Dismissed.
588	*Re* Toronto Union Station. A. R. Williams expropriation. Question of jurisdiction	Dismissed.
C 1309	Robinson *vs.* Grand Trunk Railway, two cent rate. Question of law	Dismissed.
689	Canadian Pacific Railway *vs.* Grand Trunk Railway, *re* branch line, London, Ont. Question of jurisdiction	Dismissed.
C 1680	Essex Terminal and Windsor, Essex and Lake Shore Railroad, crossing in Township of Sandwich, Ont. Question of law	Dismissed.
1497	T. D. Robinson *vs.* Canadian Northern Railway spur at Winnipeg. Question of jurisdiction	Dismissed.
9527	Montreal Street Railway *re* rates Montreal Royal Ward. Question of jurisdiction	Allowed.
C 4719	Department of Agriculture, province of Ontario *vs.* Grand Trunk Railway, station at Vineland. Question of jurisdiction	Dismissed.
C 3322	*Re* Toronto Viaduct. Appeal by the Canadian Pacific Railway Company. Question of law	Dismissed.
C 4897	*Re* fencing and cattleguards, Order No. 7473, appeal by the Canadian Northern Railway Co., Question of jurisdiction	Allowed in part.
C 4492 C 3578	City of Toronto *vs.* Grand Trunk Railway and Canadian Pacific Railway Companies *re* commutation rates. Question of law	Referred back to Board.
C 2545	City of Ottawa and County of Carleton, *re* Richmond Road Viaduct. Question of jurisdiction	Dismissed.
13079	Grand Trunk Railway *vs.* Canadian Northern Ontario Railway. Spur in Township of Scarboro, Ont. Question of jurisdiction	Dismissed.
C 3269	Grand Trunk Railway *vs.* British American Oil Companies. Oil rates Question of law	Dismissed.
1519	Grand Trunk Pacific Railway *vs* City of Fort William, *re* location. Question of jurisdiction	Dismissed.
11965	Niagara, St. Catharines and Toronto Railway *vs.* Davy. Question of jurisdiction.	Allowed.
9527	Montreal Street Railway (Montreal, Park & Island Railway) *re* rates, Mount Royal Ward. Question of jurisdiction	Allowed.
1558	Clover Bar Coal Company, Limited, and Wm. Humberstone *vs.* Grand Trunk Pacific Railway Company and the Clover Bar, Sand and Gravel Company. Question of jurisdiction	Allowed.
12682	Regina Rates Case. Question of law	Dismissed.
17963	Grand Trunk Pacific Railway *vs.* A. E. Purcell of Saskatoon, Sask. Question of jurisdiction	Dismissed.
C 3269	Canadian Pacific Railway Company *vs.* British American Oil Companies. Question of jurisdiction	Dismissed.
15330 15330·1	Grand Trunk and Canadian Pacific Railway Companies *vs.* Canadian Oil Companies. Question of jurisdiction	Dismissed.
20062	British Columbia Electric Railway Company, Vancouver, Victoria and Eastern Railway *vs.* city of Vancouver. Question of jurisdiction	Dismissed.
1487	E. B. Chambers and W. B. G. Phair *vs.* Canadian Pacific Railway Company. Question of jurisdiction	Allowed.

LIST of cases appealed to the Supreme Court of Canada, etc.—*Concluded.*

File No.	Subject.	Decision.
18578	Canadian Northern Railway Company *vs* William A. Taylor. Question of jurisdiction	Dismissed.
19435	Grand Trunk Railway Company *vs.* City of Edmonton, Alta. Question of law	Dismissed.
14329·9	Montreal Tramway and Montreal, Park and Island Railway *vs* Lachine, Jacques Cartier and Maisonneuve Railway. Question of jurisdiction	Allowed.
23009	City of Hamilton *vs* Toronto, Hamilton and Buffalo Railway. Question of jurisdiction	Allowed.
21428	Grand Trunk Railway *vs* Hepworth Silica Pressed Brick Co. Question of law	Dismissed.
12021·70 9437·153	Toronto Railway Company and City of Toronto and Canadian Pacific Railway Company. Questions of law and jurisdiction	Dismissed.
C 3935	City of Edmonton *vs.* Calgary and Edmonton Railway. Question of law	Dismissed.
16171	Ingersoll Telephone Company (and other independent Telephone Companies *vs.* Bell Telephone Company. Question of law	Dismissed.
27524	Grand Trunk Railway *vs.* H. Bourassa of Laprairie, Que., against Order 26387, July 26, 1917. Question of jurisdiction and of law	Withdrawn.
13622	Great Northern Telegraph Company, for opinion of the Court upon question of law involved in matter of General Order No. 162	Not prosecuted.
27840	Government of Manitoba and J. R. Ashdown Hardware Company of Winnipeg, *re* 15 per cent increase in freight rates. Question of jurisdiction	Not prosecuted.
26981	Canadian Pacific Railway *vs.* Department of Public Works, Ontario, *re* highway crossing in Tp. of Kirkpatrick, Ont. Question of law	Withdrawn.
11118	Esquimalt and Nanaimo Railway *re* rights of the city of Victoria to have access over the bridge at Victoria Harbour. Question of jurisdiction.	Pending.
28439	Municipality of Burnaby, B.C. *vs.* British Columbia Electric Railway, *re* commutation rates. Question of jurisdiction	Pending.
28950	City of Toronto *vs.* Toronto Terminals Railway, *re* pressure pipe under Bay, Scott and Yonge Streets, Toronto. Question of law	Pending.
C 3378	Application of Mr. Wagenest for a stated case for the Supreme Court of Canada in *re* the Brampton commutation rate case. Question of law.	Pending.
C 2987	Ottawa Electric Railway against Order of the Board disallowing proposed increase in passenger rates. Question of jurisdiction	Pending.

LIST of cases appealed to the Governor in Council, from February 1, 1904, to March 31, 1919.

File No.	Subject.	Decision.
499	Bay of Quinte Railway Crossing, Canadian Pacific Railway at Tweed, Ont	Dismissed.
1455	James Bay Railway *vs.* Grand Trunk Railway crossing near Beaverton, Ont	Dismissed.
1781	Grand Trunk Railway *vs.* city of Chatham, Ont., streets crossing	Dismissed.
12992	Maniwaki Branch of the Canadian Pacific Railway train service from Ottawa	Referred back.
2030	*Re* tariffs of certain Yukon Railways	Dismissed.
17716	Canadian Pacific Railway Longue Pointe spur through town of Maisonneuve, Que	Dismissed.
18787	South Hazelton Townsite *vs.* Grand Trunk Pacific Railway	Allowed.
3452·30	J. Y. Rochester *re* Cameron Bay *vs.*Grand Trunk Pacific Railway	Dismissed.
12912	Park Ave., Subway, Town of St. Louis, Que., *vs.* Canadian Pacific Railway	Dismissed.
17040	Lambton to Weston Spur and CanadianPacific Railway Company	Not prosecuted.
C 3322	Toronto Viaduct Case	Dismissed.
12021·70	City of Toronto, *re* Toronto North Grade Separation	Dismissed.
16177	Canadian Pacific Railway *vs.* Mountain Lumber Manufacturers Association *re* lumber rates	Withdrawn.
19024	Charles Miller of Toronto *vs* Grand Trunk Pacific Railway, *re* station at Prince George, B.C	Dismissed.
17716·10	Canadian Pacific Railway *vs* Town of Maisonneuve, Que., *re* highway crossings	Dismissed.
22681·25	City of Montreal *vs.* Canadian Northern Railway, siding across Stadacona and Marlboro Streets, Montreal, Que	Not prosecuted.
21418	City of Prince George, B.C., *re* location of Grand Trunk Pacific Railway station between Oak and Ash Streets, Prince George	Dismissed.
21660	Canadian Northern OntarioRailway *vs* Township of Loghboro, Ont	Dismissed.
26169	Canadian Pacific and Canadian Northern Railway Companies *re* interswitching at Eastern Public Cattle Market, Montreal	Abandoned.
17040	Appeal of the Canadian Pacific Railway *re* Lambton to Weston spur (2nd Appeal)	Dismissed.
27693	City of Hamilton *vs.* Grand Trunk Railway *re* passenger service on Northern and Northwestern Branch between Hamilton and Burlington Beach and town of Burlington, Ont	Pending.
27840	Appeal of the Winnipeg Board of Trade against order of the Board authorizing a general increase in freight rates of 15 per cent	Dismissed.
28439·3	Town of St. Lambert, Que., against decision of Board dated July 10, 1918, increasing the rates of the Montreal and Southern Counties Railway	Dismissed.
28230	Notice of appeal by the city of Hamilton, Ont., against order of the Board No. 27843 and Order 27857 *re* Kinear Yard, Hamilton, Ont	Pending.

APPENDIX F.

List of General Orders and Circulars of the Board for the year ending March 31, 1919.

GENERAL ORDER No. 215-C.

In the matter of the application of the Oshawa Railway Company for approval of its Standard Freight Tariffs of Maximum Mileage Tolls.

File No. 27840.21

The said standard freight tariff having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917—

It is ordered: That the Standard Freight Mileage Tariff of the Oshawa Railway Company, C.R.C. No. 15, dated to become effective April 15, 1918, be, and the same is hereby, approved; the said tariff, with a reference to this order, to be published in at least two consecutive weekly issues of the *Canada Gazette.*

H. L. DRAYTON,
Chief Commissioner.

Ottawa. April 2, 1918.

GENERAL ORDER No. 225.

In the matter of the application of the Canadian Freight Association, on behalf of all railway companies subject to the legislative authority of the Parliament of Canada, under section 340 of the Railway Act, and such other sections as may be applicable thereto, for an order approving the form of bill of lading issued by the Government of the United States of America, for use in respect of all shipments of munitions, war materials, and supplies by or on behalf of the said Government, or any of its contractors; and providing that, notwithstanding the provisions of the General Order of the Board No. 41, dated July 15, 1909, the form herein referred to may be used by all such railway companies in respect of such shipments.

File No. 3678.40.

Upon reading what is filed in support of the application, and its appearing that the said bill of lading is made subject to the conditions of the bill of lading approved by the said General Order No. 41, dated July 15, 1909—

It is ordered: That the form of Bill of Lading issued by the Government of the United States of America, for use in respect of all shipments of munitions, war materials, and supplies by or on behalf of the said Government, or any of its contractors, copies of which are on file with the Board under file No. 3678.40, be, and it is hereby. approved, and that, notwithstanding the provisions of the said General Order No. 41, dated the 15th day of July, 1909, the form herein approved may be used by all such railway companies in respect of the said shipments of munitions, war materials, and supplies.

H. L. DRAYTON,
Chief Commissioner.

Ottawa, April 3, 1918.

GENERAL ORDER No. 226.

In the matter of the General Order of the Board No. 199, dated July 24, 1917, requiring every railway company subject to the legislative authority of the Parliament of Canada to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 1,000 feet or more ahead of the locomotive, such headlight to be maintained in good condition.

File No. 6511.

Upon reading the submissions filed, and the report and recommendation of the Chief Operating Officer of the Board—

It is ordered: That the said General Order No. 199, dated July 24, 1917, be, and it is hereby, amended by striking out the figures "1,000" in the seventh line of paragraph 1 of the Order and substituting therefor the figures "800."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, April 4, 1918.

GENERAL ORDER No. 227.

In the matter of "The Daylight Saving Act, 1918."

File No. 27921.

Whereas the said Act provides, among other things, that the Board shall have power to advance by one hour the standard time used by railway companies, including Government railways, in Canada for such period as may be prescribed by the Board, and to make such orders as may be necessary for the convenient carrying out of the provisions of the Act, in so far as railway companies may be affected thereby:

And whereas the Governor in Council, by Order in Council No. P.C. 898, dated April 12, 1918, prescribed that the said Act should come into force at two o'clock Sunday morning, April 14, 1918, and remain in force until two o'clock Friday morning, the 31st day of October, 1918;

In pursuance of the powers conferred upon the Board under the said Act, and to obviate confusion with the public which might otherwise result—

It is ordered: That all railway companies, including Government railways, in Canada be, and they are hereby, directed and required to advance by one hour the standard time now observed and used by them in the different zones in which they operate; the said change to become effective on the respective railways and in the said different zones not before twelve o'clock Saturday evening, April 13, and not later than two o'clock Sunday morning, April 14, 1918, and to remain in force and effect until two o'clock on Friday morning, the 31st day of October, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, April 12, 1918.

GENERAL ORDER No. 228.

In the matter of "The Daylight Saving Act, 1918," and the General Order of the Board No. 227, dated April 12, 1918.

File No. 27921.

It is ordered that the word "Thursday" be substituted for the word "Friday" where the latter occurs in the recital and operative parts of the order.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, April 16, 1918.

GENERAL ORDER No. 229.

In the matter of General Order No. 128 dated July 20, 1914, and the application of The Grand Trunk Pacific, the Canadian Pacific, and the Canadian Northern Railway Companies for an extension of time of eighteen months within which to equip their freight cars with safety appliances as required under the said General Order No. 128.

File No. 11654.

Upon hearing the applications at the sittings of the Board held in Ottawa, May 7, 1918, in the presence of counsel for the railway companies and representatives of the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen, and what was alleged:—

It is ordered: That the railway companies subject to the jurisdiction of the Board, be, and they are hereby, granted an extension of time until the 30th day of September, 1919, within which to make the changes required under the said General Order No. 128, dated April 20, 1914; the railway companies to continue their present practice of filing with the Board monthly reports of the progress made in complying with the requirements of the said Order.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, May 9, 1918.

GENERAL ORDER No. 230.

In the matter of the Interswitching of Freight Traffic.

File No. 6713. Case No. 2846.

Under the authority conferred upon it by the Railway Act, the Board hereby rescinds its order No. 4988 (General Order No. 11), dated the 8th day of July, 1908, and doth order and declare as follows:—

1. For the interpreation, application, and operation of this order,—

(a) "Interswitching" means the movement of freight in cars between the unloading or loading tracks of one carrier, hereinafter called the "terminal carrier," and the point of interchange with another carrier by whom, singly or jointly with a further carrier, the said traffic has been carried from its point of shipment or is to be carried to its destination, hereinafter called, singly or jointly, the "line carrier," both the terminal carrier and the line carrier which interchanges with the terminal carrier being subject to the jurisdiction of the Board; the said movement being performed with or without the aid of an intermediate carrier whether subject or not subject to the jurisdiction of the Board, hereinafter called the "intermediary."

(b) The "interchange" means the junction between the terminal carrier and the line carrier, or between the terminal carrier and the intermediary, nearest to the point of loading or unloading of the car.

2. This order does not apply.—

(a) To tracks used by the terminal carrier for the transfer of freight between cars and its freight warehouse, or for the purpose of transhipment from car to car not to tracks otherwise set apart for its own working purposes, except team tracks;

(b) To joint movements which both begin and end in the same terminal or group of terminals or adjoining switching districts;

(*c*) To cars which, having been once properly interswitched for unloading, are recognized for unloading elsewhere within the same terminal or group of terminals.

3. Subject to the provisions of section 14, carriers shall at all times, according to their powers, furnish an interswitching service equal to the service accorded their own traffic at all points where interswitching facilities are, or may hereafter be, provided under the circumstances and at the tolls herein prescribed:

Provided that no terminal carrier or intermediary shall be obliged hereunder to make any movement exceeding the distances herein specified at the tolls herein prescribed, and that the said distances be irrespective of the location of the interchange and of yard limits or boundaries.

4. The toll of an intermediary subject to the jurisdiction of the Board shall not exceed, irrespective of weight, three dollars per car for any distance within and including three miles, or three dollars and fifty cents per car for any distance exceeding three miles to and including four miles.

5. If the traffic is loaded or unloaded upon private sidings connecting with the railway of the terminal carrier, or directly from or into an industry, elevator or yard abutting upon its tracks (commonly known as industrial sidings), or in any public stock yard, the toll of the terminal carrier shall not exceed one cent per 100 pounds for the actual weight thereof, subject to the minimum weight of the line carriers tariff, for any distance within and including four miles from the interchange; except that the terminal carrier shall be entitled to a minimum charge of three dollars per car load of traffic included in the seventh, eighth and tenth classes of the Canadian Freight Classification, and five dollars per carload of all other traffic.

6. The toll of the terminal carrier upon all traffic other than that referred to in section 5, including traffic to or from team tracks, shall not exceed two cents per 100 pounds for the actual weight thereof, subject to the minimum weight of the line carrier's tariff, for any distance within and including four miles from the interchange; except that the terminal carrier shall be entitled to a minimum charge of six dollars per car.

7. Not less than the following proportions of the tolls herein prescribed shall be absorbed in the rate of the line carrier and the remainder shall be an addition thereto:—

(*a*) One-half of the tolls charged by the terminal carrier under section 5 as qualified by section 9.

(*b*) Of the tolls prescribed in section 6 one-half of the tolls permitted under section 5, as qualified by section 9, as if the movement were to or from private sidings.

(*c*) One-half of the herein prescribed or lower tolls of each intermediary, if any, whether subject or not subject to the jurisdiction of the Board.

Provided that the line carrier may, unless its tariff rate is lower, charge and collect twelve dollars per car for its haul between the interchange and the point of shipment or destination when by reason of such absorption its line charges would otherwise be less than that amount.

8. The appropriate tolls hereinbefore prescribed shall not be exceeded for the distances herein specified, in each direction for the movement from and the return to the line carrier of so-called off-line transit traffic, and the line carrier shall be subject to the absorption provisions of section 7 only when its through rates are the sum of its published rates to and from the stop-over point.

9. If an extra car, commonly known as an idler, is used solely to take care of an overhang of long articles loaded on an open car, it shall be charged by the terminal carrier not more than two-thirds of the herein prescribed appropriate toll for the minimum weight of the line carrier's tariff, except that the terminal carrier shall be entitled to a minimum charge of three dollars per car. If interposed between two cars in the same shipment to protect an overhang from each the idler shall be charged for once only.

10. No charge shall be made for the accessory interswitching of the empty car. If the car is loaded in both directions the interswitching toll shall be charged for each movement.

11. Subject to the provisions of section 14, nothing herein contained shall prevent the line carrier from absorbing the entire toll or tolls charged for interswitching competitive traffic, provided that the traffic and movements so treated are clearly defined in its tariffs.

12. Traffic to or from the United States shall be subject to the provisions of this order at the point of shipment or destination in Canada.

13. If an exceptional rate is published to apply to or from the tracks of the carrier line only, the ordinary rate which includes the right of interswitching shall be plainly indicated in the same schedule, and the latter rate shall not exceed the former by more than the appropriate toll herein prescribed for the interswitching service.

14. Except as hereinafter provided, the tolls herein prescribed shall not apply to deprive the initial carrier of the line haul by a reasonable route of traffic loaded or to be loaded on its railway, including sidings connecting therewith, provided it furnishes at the destination, itself or through its connections or by interswitching, the same delivery and facilities as the competing carrier at no greater charge.

If a car is expressly ordered by the shipper to be interswitched to another railway, notwithstanding that the initial carrier can furnish the services as above provided, the said initial carrier may, in lieu of the tolls otherwise prescribed herein, charge and collect its ordinary published tariff rate to the interchange, which rate shall be an additional charge against the shipment.

Provided however, that if the said initial carrier fail or neglect to furnish the shipper with a car within forty-eight hours after it has been requested, or should through movement by the route of the initial carrier be embargoed, the shipper may require the initial carrier to accept and place, and the said carrier shall so accept and place, an empty car of any other carrier, in which case the movement of the empty car in and the loaded car out shall be effected under the provisions of sections 10 and 5 or 6, as the case may be.

The schedule to give effect to this order shall be published and filed to come into force on the first day of July, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, May 17, 1918.

GENERAL ORDER No. 231.

In the matter of section 246 of the Railway Act, as amended by chapter 37 of the Acts 7-8 George V. section 4, for the carrying of wires and cables along or across the tracks of railway companies under the jurisdiction of the Board.

Case No. 4704.

Upon the report and recommendation of the Electrical Engineer of the Board,—
It is ordered:

1. That the conditions and specifications set forth in the schedule hereto annexed, under the heading, "Rules for wires erected along or across railways," be, and the same are hereby, adopted and confirmed as the conditions and specifications applicable to the erection, placing, or maintaining of electric lines, wires, or cables along or across all railways subject to the jurisdiction of the Board, part 1 being applicable where the line or lines, wire or wires, cable or cables, is or are carried along or over the railway; part 2 being applicable where the line or lines, wire or wires, cable or cables, is or are carried under the railway.

2. That any order of the Board granting leave to erect, place or maintain any line or lines, wire or wires, cable or cables, along or across the railway and referring to "Rules for wires erected along or across railways," shall be deemed as intended to be a reference to the conditions and specifications set out in that part of the said schedule which is applicable to the mode of crossing authorized.

3. That any order of the Board granting leave to erect, place, or maintain any line or lines, wire or wires, cable or cables, along or across any railway subject to the jurisdiction of the Board, shall, unless otherwise expressed, be deemed to be an order for leave to erect, place and maintain the same according to the conditions and specifications set out in that part of the said schedule applicable thereto, which conditions and specifications shall be considered as embodied in any such order without specific reference thereto, subject, however, to such change or variation therein or thereof as shall be expressed in such order.

4. That the general order of the Board No. 113, dated November 5, 1913, approving of "Rules for wires crossing railways," and the conditions and specifications adopted thereby, be, and the same is hereby, rescinded.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, May 6, 1918.

SCHEDULE.

Notice to Applicants.

When the interested company's consent cannot be procured and an application to the Board becomes necessary, send to the secretary of the Board (postage free) with the application, three copies of a sketch or drawing about 8 by 10 inches showing:—

(*a*) The location of the poles or towers, or the location of the underground conduit in relation to the track; the dimensions of the poles or towers; and the material or materials of which they are made.

(*b*) The proposed number of wires, or cables, the distance between them and the track, and the method of attaching the conductors to the insulators.

(*c*) The location of all other wires adjacent or to be crossed, and their supports.

(*d*) The maximum potential, in volts, between wires, the potential between wires and the ground, and the maximum current, in amperes, to be transmitted.

(*e*) The kinds and sizes of the wires or conductors in question.

(*f*) On circuits of 10,000 volts, or over, the method of protecting the conductors from arcs at the insulators.

(*g*) The number of insulators supporting the conductors. (See also "J" in specifications).

N.B. Place a distinguishing name, number, date and signature upon the drawing. Mark the exact location of the lines or wires upon the drawing, by stating the distance in miles from the nearest railway station—N., E., S. or W.—so that this point can readily be identified.

Standard Conditions and Specifications for Wire Crossings.

PART 1.—OVER-CROSSINGS.

Conditions.

1. The applicant shall, at its or his own expense, erect and place the lines, wires, cables, or conductors authorized to be placed along or across the said railway, and shall at all times, at its own expense, maintain the same in good order and condition and at the height shown on the drawing, and in accordance with the specifications hereinafter set forth, so that at no time shall any damage be caused to the company owning, operating or using the said railway, or to any person lawfully upon or using the same, and shall use all necessary and proper care and means to prevent any such lines, wires, cables, or conductors from sagging below the said height.

2. The applicant shall at all times wholly indemnify the company owning, operating, or using the said railway, of, from, and against all loss, cost, damage and expense to which the said railway company may be put by reason of any damage or injury to persons or property caused by any of the said wires or cables or any works or appliances herein provided for not being erected in all respects in compliance with the terms and provisions of this order, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of the employees or agents of the applicant.

3. No work shall at any time be done under the authority of this order in such a manner as to obstruct, delay or in any way interfere with the operation or safety of the trains or traffic of the said railway.

4. Where, in affecting any such line or wire construction, it is necessary to erect poles between the tracks of the railway, the applicant, before any work is begun, shall give the railway company owning, operating or using the said railway at least seventy-two hours' prior notice thereof in writing, and the said railway company shall be entitled to appoint an inspector, under whose supervision such work shall be done, and whose wages, at a rate not to exceed three dollars per day, shall be paid by the applicant. When the applicant is a municipality and the work is on a highway under its jurisdiction, the wages of the inspector shall be paid by the railway company.

4. (a) It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company as above provided in regard to necessary work to be done in connection with the repair or maintenance of the lines or wires when such work becomes necessary through an unforeseen emergency.

5. Where the wires or cables are to be erected at the railway and carried above, below, or parallel with existing wires, either within the span or spans to be constructed

at the railway or within the spans next thereto on either side, such additional precautions shall be taken by the applicant as the Engineer of the Board shall consider necessary.

6. Nothing in these conditions shall prejudice or detract from the right of the company owning, operating, or using the railway to adopt at any time the use of the electric or other motive power, and to place and maintain along, over, upon, or under its right of way, such poles, lines, wires, cables, pipes, conduits, and other fixtures and appliances as may be necessary or proper for such purpose. Liability for the cost of any removal, change in location or construction of the poles, lines, wires, cables, or other fixtures or appliances erected by the applicant along, over or under the tracks of the said railway company, rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the Board on the application of any party interested.

7. Any disputes, arising between the applicant and the said railway company as to the manner in which the said wires or cables are to be erected, placed or maintained, used or repaired, shall be referred to the engineer of the Board, whose decision shall be final.

8. The wires or cables of the applicant shall be erected, placed and maintained in accordance with the drawing approved by the Board and the specifications following. If the drawing and specifications differ the latter shall govern unless a specific statement to the contrary appears in the Order of the Board.

9. In every case in which the line of a railway company shall be constructed along or under the wires or cables of a telegraph or telephone company, the construction of the telegraph or telephone company shall be made to conform to the foregoing specifications, and any changes necessary to make it so conform shall be made by the telegraph or telephone company at the cost and expense of the railway company.

Overhead Lines.—Specifications.

A. *Labelling of poles.*—Poles, towers, or other wire-supporting structures on each side of and adjacent to railway crossings, to be equipped with durable labels showing (*a*) the name of the company or individual owning or maintaining them, and (*b*) the maximum voltage between conductors; the characters upon the labels to be easily distinguished from the ground.

B. *Separate lines.*—Two or more separate lines for the transmission of electrical energy shall not be erected or maintained in the same vertical plane. The word " lines," as here used, to mean the combination of conductors and the latter's supporting poles, or towers and fittings.

C. *Location of poles, etc.*—Poles, towers, or other wire-supporting structures to be located generally a distance from the rail not less than equal to the length of the poles of structures used. Poles, towers, or other wire-supporting structures must under no consideration be placed less than 12 feet from the rail of a main line, or less than 6 feet from the rail of a siding. At loading sidings sufficient space to be left for driveway..

D. *Setting and strength of poles.*—Poles less than 50 feet in length to be set not less than 6 feet and poles over 50 feet not less than 7 feet in solid ground. Poles with side strains to be reinforced with braces and guy wires. Poles to be at least 7 inches in diameter at the top—mountain cedar poles to be at least 8 inches at the top. In soft ground poles must be set so as to obtain the same amount of rigidity as would be obtained by the above specifications for setting poles in solid ground. When the line is located in a section of the country where grass or other fires might burn them, wooden poles to be covered with a layer of some satisfactory fire-resisting material, such as concrete at least two inches thick, extending from the butt of the pole for a distance of at least 5 feet above the level of the ground. Wooden structures to have a safety factor of five.

E. *Setting and strength of other structures.*—Towers or other structures to be firmly set upon stone, metal, concrete or pile footings or foundations. Metal and concrete structures to have a safety factor of four.

F. *Length of span.*—Span must be as short as possible consistent with the rules of setting and locating of poles and towers.

G. *Fittings of wooden poles for telegraph, telephone, or similar low tension lines.*—The poles at each side of a railway must be fitted with double cross-arm, dimensions not less than 3 inches by 4 inches, each equipped with 1¼-inch hardwood pins, nailed in arms, or some stronger support and with suitable insulators; cross arms to be securely fastened to the pole in a gain by not less than a ⅝-inch bolt through the pole; arms carrying more than two wires or carrying cable must be braced by two stiff iron or substantial wood braces fastened to the arms by ⅜-inch or larger bolts, and to the pole by a ⅜-inch or larger bolt.

H. *Fitting of all poles, towers, or other structures.*—All wire-supporting structures to be equipped with fittings satisfactory to the Engineer of the Board.

I. *Guards.*—Where cross-arms are used, an iron hook guard to be placed on the ends of and securely bolted to each. The hooks shall be placed as to engage the wire in the event of the latters detachment from the insulators.

J. *Insulators.*—All wires or conductors for the transmission of electrical energy along or across a railway to be supported by and securely attached to suitable insulators.

Wires or conductors in 10,000-volt (or higher) circuits, to be suported by insulators capable of withstanding tests of two and one-half times the maximum voltage to be employed under operating conditions. An affidavit describing the tests to which the insulators have been subjected and the apparatus employed in the tests shall be supplied by the applicant. The tests upon which reports are required are as follows:—

J*a*. *Puncture or rupture test.*—The insulators having been immersed in water for a period of seven days, immediately preceding and ending at the time of the test, to be subject for a period of five minutes to a potential of two and one-half (2·5) times the maximum potential of the line upon which they are to be installed.

J*b*. *Flash-over test.*—State the potentials that were employed to cause arcing or flashing across the surface of the insulator between the conductor and the insulator's point of support when the surface was (1) dry, and (2) wet.

K. *Height of wires (a) Low tension conductors.*—The lowest conductor must not be less than 25 feet from top of rail for spans up to 145 feet; 2½ feet additional clearance of rails or other wires must be given for every 20 feet or fraction thereof additional length of span. The words "low tension," as here used, to mean conductors for telegraph, telephone, and kindred signal work, as well as conductors connected with grounded secondary circuits of transformers below 350 volts.

K*b*. All primary conductors, undergrounded secondaries and railway feeders to be maintained at least 30 feet above the top of rail—except where special provisions are made for trolley wires.

K*c*. High tension conductors, those between which a potential of 10,000 volts or over is employed, to be maintained at least 35 feet above the top of rail.

L. *Clearance.*—Safe clearances between all conductors to be maintained at all times. The following distance to be provided wherever possible; at least 3 feet clearance from low tension wires; at least 5 feet between low tension wires, primaries, undergrounded secondaries, and railway feeders employing less than 10,000 volts; at least 10 feet between high tension wires and all other lines.

M. *Guy wires.*—Guy wires at railway crossings to be at least as strong as 7-strand No. 16 Stub's or New British standard gauge galvanized steel wire, and to be clearly indicated as guy wire on the drawing accompanying the application. One or more strain insulators to be placed in all guy wires; the lowest strain insulator to be not less than 8 feet above the ground.

Na. Wires and other conductors.—Where open telephone, telegraph, signal or kindred low-tension wires are strung across a railway this stretch to consist of copper wire. or copper-clad steel wire, not less than No. 13 New British standard gauge ·092-inch in diameter. Wire is to be securely tied to insulars by a tiewire not less than 20 inches in length and of the same diameter as the line wire.

Nb. Where No. 9 B.W.G., or larger, galvanized iron or steel wire is employed in a circuit, and where there is no danger of deterioration from smoke or other gases, the use of this wire may be continued at the crossing.

Nc. Where a number of rubber-covered wires are strung across a railway they may be made up into a cable by being twisted on each other or otherwise held together and the whole securely fastened to the poles.

Nd. Wires or other conductors for the transmission of electrical energy for purposes other than telegraph, telephone, or kindred low-tension signal work, to be composed of at least seven strands of material having a combined tensile strength equivalent to or greater than No. 4 Brown & Sharp gauge hard-drawn copper wire. These conductors to be maintained above low-tension wires at the crossing, to be free from joints or splices, and to extend at least one full span of line beyond the poles or towers at each side of the railway.

Ne. Wires or other conductors subject to potentials of 10,000 volts or over to be reinforced by clamps, servings, wrappings, or other protection at the insulators to the satisfaction of the Engineer of the Board.

Nf. Conductors for other than low tension work to have a factor of safety of two when covered with ice or sleet to a depth of 1 inch and subjected to a wind pressure of 8 pounds per square foot on the ice-covered diameter.

Ng. All conductors to be dead ended or so fastened to their supporting insulators at each side of the crossing that they cannot slip through their fastenings.

O. *Positions of wires.*—Wires or conductors of low potential to be erected and maintained below those of higher potential which may be attached to the same poles or towers.

P. *Trolley wires.*—Trolley wires at railway crossings to be provided with a trolley guard so arranged as to keep the trolley wheel or other rolling, sliding or scraping device in electrical contact. The trolley wire, trolley guard and their supports to be maintained at least 22 feet 6 inches above the top of the rails.

Q. *Cable.*—Cable to be carried on a suspension wire at least equivalent to seven strands of No. 13 Stub's or New British standard gauge galvanized steel wire. When cross-arms are used, suspension wires to be attached to a ¾-inch iron or stronger hook, or when fastened to poles to a malleable iron or stronger messenger hanger bolted through the poles, the cable to be attached to the suspension wire by cable clips not more than 20 inches apart. Rubber insulated cables of less than ¾-inch in diameter may be carried on a suspension wire of not less than seven strands of No. 16 Stub's or New British standard gauge galvanized steel wire. The word "cable" as here used to mean a number of insulated conductors bound together.

PART II.—UNDERGROUND LINES.

Conditions.

1. The line or lines, wire or wires, shall be carried along or across the railway in accordance with the approved drawing, and a pipe or pipes, conduit or conduits, cable or cables shall, for the whole width of the right of way adjoining the highway, be laid at the depth called for by, and shall be constructed and maintained in accordance with the specifications hereinafter set forth.

2. All work in connection with the laying and maintaining of each pipe, conduit or cable and the continued supervision of the same shall be performed by, and all costs and expenses thereby incurred be borne and paid by the applicant; but no work shall at any time be done in such a manner as to obstruct, delay or in any way interfere with the operation or safety of the trains, traffic or other work on the said railway.

3. The applicant shall at all times maintain each pipe, conduit or cable in good order and condition, so that at no time shall any damage be caused to the property of the railway company or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment thereof by the said railway company be in any way interfered with.

4. Before any work of laying, removing, or repairing any pipe, conduit or cable is begun, the applicant shall give to the railway company at least seventy-two hours' prior notice thereof, in writing, accompanied by a plan and profile of the part of the railway to be affected, showing the proposed location of such pipe or conduit and works contemplated in connection therewith, and the said railway company shall be entitled to appoint an inspector to see that the applicant, in performing said work, complies, in all respects, with the terms and conditions of this order, and whose wages, at a rate not exceeding $3 per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction the wages of the inspector shall be paid by the railway company.

4a. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company, as above provided, in regard to necessary work to be done in connection with the repair or maintenance of the line when such work becomes necessary through an unforeseen emergency.

5. The applicant shall, at all times, wholly indemnify the company owning, operating, or using the said railway of, from and against all loss, costs, damage and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any pipe, conduit, or cable, any works or appliances herein, or in the order authorizing the work provided for, not being laid and constructed in all respects in compliance with the terms and provisions of these conditions, or if, when so constructed and laid, not being at all times maintained and kept in good order and condition and in accordance with the terms and provisions of said order, for any order or orders of the Board in relation thereto, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the applicant.

6. Nothing in these conditions shall prejudice or detract from the right of any company owning or operating or using the said railway to adopt, at any time, the use of the electric or other motive power, and to place and maintain upon, over, and under the said right of way such poles, wires, pipes and other fixtures and appliance as may

be necessary or proper for such purposes. Liability of the cost of any removal, change in location or construction of the pipes, conduits, wires, or cables constructed or laid by the applicant rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the Board on the application of the party interested.

7. Any dispute arising between the applicant and the company owning, using or operating said railway as to the manner in which any pipe or conduit, or any works or appliances herein provided for, are being laid, maintained, renewed, or repaired, shall be referred to the Engineer of the Board, whose decision shall be final and binding on all parties.

Underground Lines.—Specifications.

AA. *Conduit.*—Vitrified clay, creosoted wood, metal pipe, armoured cable or fibre conduit may be used.

BB. *Depth.*—The excavation to be of sufficient depth to allow the top of the duct to be at least three feet below the bottom of the ties of railway track.

CC. *Laying.*—The conduit or duct to be laid on a base of 3 inches of concrete, mixed in proportion, 1 of cement, 3 of sand and 5 of broken stone or gravel. Where stone is used, such stone is to be of a size that will permit of its passing through a 1-inch ring. After ducts are laid, the whole to be encased to a thickness of 3 inches on top and sides in concrete mixed in the same proportion as above.

Where the track is on an embankment a pipe may be driven through the latter.

DD. *Filling in.*—The excavation must be filled in carefully and well tamped on top and side.

EE. *Guard.*—The excavation must at all times be safely protected by the applicant.

GENERAL ORDER No. 232.

In the matter of the application of the Canadian Manufacturers' Association for an Order disallowing the increased carload minimum weights of tan bark, published in Supplement No. 8 to the Canadian Pacific Railway Company's Tariff C.P.C. No. E—3225, and Supplement No. 1 to the Grand Trunk Railway Company's Tariff C.R.C. No. E—3477.

File No. 19475·41.

Upon hearing the application at the sittings of the Board held in Ottawa, November 20, 1917, the Canadian Manufacturers' Association, the Canadian Freight Association, and the Grand Trunk, Canadian Pacific, and the Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon reading the further submissions filed,—

It is ordered: That the minimum carload weights of tan bark, when carried in box or stock cars under special commodity tariffs, be as follows, namely:—

For cars not over 30 feet 6 inches in length, inside measurement, 21,000 pounds.

For cars over 30 feet 6 inches and not over 34 feet 6 inches in length, inside measurement, 23,000 pounds.

For cars over 34 feet 6 inches and not over 36 feet 6 inches in length, inside measurement, 28,000 pounds.

And it is further ordered that the General Order of the Board No. 221 made herein be, and it is hereby rescinded.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, May 14, 1919.

GENERAL ORDER No. 233.

In the matter of the General Order of the Board No. 227, dated April 12, 1918, as amended by General Order No. 228, dated April 16, 1918, directing and requiring all Railway Companies including Government Railways in Canada to advance by one hour the standard time now observed and used by them in the different zones in which they operate; the said change to become effective on the respective railways and in the said different zones not before twelve o'clock Saturday evening, April 13, and not later than two o'clock Sunday morning April 14, 1918, and to remain in force and effect until two o'clock on Thursday morning, the 31st day of October, 1918.

File No.27921.

Whereas the Governor in Council by Order in Council dated May 7, 1918, has amended the Order in Council, P.C. 898, dated April 12, 1918, so that the prescribed time during which the Daylight Saving Act, 1918, shall be in force shall be until two o'clock on the morning of Sunday, the 27th day of October, 1918, the day fixed in the United States for returning to the usual time,—

It is ordered: That the said General Order No. 227 dated April 12, 1918, be and it is hereby amended to provide that the prescribed time during which the Daylight Saving Act, 1918, shall be in force shall be until two o'clock, on the morning of Sunday the 27th day of October, 1918, the day fixed in the United States for returning to the usual time as hereinabove recited.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, May 11, 1918.

GENERAL ORDER No. 234.

In the matter of the applications of the United Grain Growers, Limited, the Northwestern Grain Dealers' Association, the Campbell Flour Mills Company, Limited, the Quaker Oats Company, the Cambridge Roller Mills, the Northern Grain Company, et al, for a ruling of the Board in the matter of protection of the old rates on grain shipped prior to March 15th, 1918, to interior mills and elevators with published transit privileges and reshipped after the new rates came into effect;

And in the matter of the General Order of the Board No. 212, dated the 15th day of January, 1918, and Orders-in-Council pertaining thereto.

File No. 8641·3.

Upon reading the applications and what was alleged in support thereof and the written argument filed by counsel for the Canadian Pacific Railway Company in reply—

It is ordered as follows with respect to carriers whose tariffs provide for the milling, malting, storage or cleaning of western grain in transit:—

1. That with respect to all grain originally shipped prior to March 15, 1918, the said grain or the product thereof reshipped within six months from the stop-over point shall be entitled to the balance of the through rate existing at the time of the original shipment of the grain under the transit tariffs applicable.

2. That with respect to all wheat originally shipped on and after the 15th day of March, 1918, the said wheat or the product thereof reshipped from the stop-over point

west of Fort William before the 1st day of June, 1918, to destinations west of and including Port Arthur and Armstrong, shall be entitled to the balance of the through rate to the said destinations existing at the time of the original shipment of the wheat under the transit tariffs applicable.

3. That with respect to all grain other than wheat as referred to in section 3 hereof, originally shipped on and after the 15th day of March, 1918, under the transit tariffs applicable thereto, which or the product whereof is reshipped from the stop-over point within six months, the rate to be applied on the said reshipped grain or product may be the balance of the through rate existing from the original point of shipment of the grain to the final destination thereof or of the products at the time of the reshipment from the stop-over point.

4. That the charge for the terminal service at the stop-over point, also the charge for the haul, if any, out of the direct line of transit, in accordance with the tariffs applicable, shall be additional in each case.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, May 22, 1918.

GENERAL ORDER No. 235.

In the matter of the complaint of the Ontario Associated Boards of Trade complaining of insufficient and inadequate facilities furnished by Railway Companies for the receiving and delivering of freight at flag stations.

File No. 2338·4.

Upon hearing the complaint at the sittings of the Board held in Hamilton, October 22, 1917, in the presence of counsel and representatives for the complainants, the Grand Trunk, the Canadian Pacific and the Canadian Northern Railway Companies and the Michigan Central Railroad Company, the evidence offered and what was alleged, and reading the written submissions filed on behalf of the interests affected—

It is ordered, That every railway company subject to the jurisdiction of the Board, be, and it is hereby directed to provide its agents with rubber stamps reading as follows:—

Unloaded without exception
Except as noted

....
Conductor.

Date........

and to issue a bulletin

(*a*) requiring agents issuing way-bills for shipments of less than carload freight destined to flag station to place the above stamp thereon;

(*b*) requiring conductors in charge to unload such freight on the platform at the flag station after the train has been brought to a full stop, and wherever shelters have been provided, to place such freight therein, and to certify, as above, on the way-bill;

(*c*) requiring conductors who have unloaded freight at flag stations to deliver the way-bill therefor at the first agency station reached by the train after the unloading of such freight;

(*d*) notifying such conductors that they will be held responsible for the proper carrying out of the requirements set forth in this Order and as covered by the said bulletin;

(*e*) requiring the agent at the first agency station reached by the train after the unloading of the freight, as in this Order provided, to notify the consignee of the arrival of such freight by postal notice mailed within 24 hours after receiving the way-bill from the conductor.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, May 22, 1918.

GENERAL ORDER No. 236.

In the mater of the application of the Trainmen's Association of Canada, for the Revision of Order No. 5888 dated December 16, 1908, making provision for the protection of railway employees.

File No. 1750.

Upon hearing this application, and upon the reports of the Chief Operating Officer and the Chief Engineer of the Board,—

It is ordered as follows:—

1. Whereas subsection 3 of section 264 of the Railway Act provides that—

> "There shall also be such a number of cars in every train equipped with power or train brakes that the engineer of the locomotive drawing such train can control its speed, or bring the train to a stop in the quickest and best manner possible, without requiring brakemen to use the common hand brake for the purpose."

Therefore, at least eighty-five per cent (85%) of the number of cars in every train shall be equipped as above required.

2. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes.

3. No light engine, nor two or more light engines coupled, when the movement is either on a single track or against the current of traffic on a double track, shall be run at a greater distance than twenty-five miles in any one direction without a conductor appointed for service as such and possessed of the qualifications set out in paragraph (*b*) of section 5 of this order.

4. No railway company shall permit any employee to engage in the operation of trains, or handle train orders, without first requiring such employee to pass an examination on train rules and undergo a satisfactory eye and ear test by a competent examiner.

5. (*a*) Locomotive engineers must be at least twenty-one years of age; undergo a satisfactory eye and ear test by a competent examiner, and pass an examination on train rules and regulations and the proper care and operation of locomotives and air brakes.

(*b*) Conductors must be at least twenty-one years of age; undergo a satisfactory eye and ear test, and pass an examination on train rules and regulations and the operation of air brakes.

(*c*) Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age; write a legible hand, and pass an examination on train rules and regulations. Telegraph operators must be able to send and receive messages at the rate of not less than twenty words a minute.

(d) Train despatchers must be at least twenty-one years of age, be familiar with the line over which they have charge, and pass an examination on train rules and regulations.

(*e*) Railway companies shall (within ninety days from the date of this order) file with the Board a copy of each examination paper for the examinations herein required to be passed by the employees of such railway company.

6. All railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs and stone upon open cars, and the loading and carrying of structural material, plates, rails and girders; and no material of any kind shall be carried on the roofs of cars.

7. (*a*) All open drains crossing tracks in railway yards shall be safely covered for at least five feet form the gauge side of each rail, except in times of flood, when temporary open drains may be provided if necessary.

(*b*) No semaphores, signals, poles, high or intermediate switchstands, or piles of material, erected or placed in future, shall be nearer than six feet from the gauge side of the nearest rail.

(*c*) No structure, except mail cranes, which shall be erected and maintained as directed by Order of the Board No. 5647, dated November 20, 1908, over four feet high shall hereafter be placed within six feet from the gauge side of the nearest rail without first obtaining the approval of the Board.

(*d*) Water stand-pipes shall not be nearer than two feet and six inches from the widest engine cab, and the spout of the stand-pipe shall, when not in use, be fastened parallel with main track, and enginemen are required to see that this is done after using any such pipe.

8. Every person or company offending against any of the foregoing provisions shall forfeit and pay the sum of fifty dollars ($50.00) for every such offence.

9. Orders Nos. 5888 and 12225 (General Orders Nos. 22 and 65), dated respectively December 16, 1908, and November 9, 1910, made herein are hereby rescinded.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, May 20, 1918.

GENERAL ORDER No. 237.

In the matter of Circular No. 165, dated April 19, 1918, with reference to accidents to railway employees where two main tracks parallel each other.

File No. 28433.

Upon reading the submissions filed on behalf of the Railway Companies, and upon the report and recommendation of the Chief Operating Officer of the Board:—

It is ordered: That all Railway Companies subject to the jurisdiction of the Board, be, and they are hereby, required to adopt the following rule for the protection of employees where two main line tracks parallel each other and are less than twenty feet from centre to centre, namely:—

> "Where two main tracks parallel each other and are less than twenty feet from centre to centre, whether such tracks are for double or single track operations, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track".

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, May 31, 1919.

GENERAL ORDER No. 238.

In the matter of the General Order of the Board No. 235, dated May 22, 1918, and the application by the Canadian Northern Railway Company to amend said order.

File No. 2338.4.

Upon reading what is filed in support of the application,—

It is ordered: That said General Order No. 235 be, and it is hereby, amended by striking out the words "to place such freight therein" after the word "provided" in the fourth line of paragraph (*b*) of the order and substituting therefor the words "to place therein all such freight as would be liable to damage from the weather or exposure."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, May 31, 1919.

GENERAL ORDER No. 239.

In the matter of the General Order of the Board No. 230, dated May 17 1918, in the matter of the interswitching of freight traffic.

Case No. 2846.

Upon reading what is filed on behalf of the Canadian Manufacturers' Association,—

It is ordered: That the effective date of the schedules to give effect to the said General Order No. 230 be, and it is hereby, postponed from the first day of July, 1918, to the first day of August, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, June 19, 1918.

GENERAL ORDER No. 240..

In the matter of the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company," for an order amending Clause 20 of the General Order of the Board No. 94, dated July 24, 1912, prescribing "uniform rules governing the determination of visual acuity, colour perception, and hearing of railway employees on steam railways" so as to read "minimum" instead of "maximum standard specified."

File No. 1750.17.

Upon hearing the application at the sittings of the Board held in Montreal, June 10, 1918, in the presence of counsel for the applicant company, the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen being represented at the hearing, and what was alleged,—

It is ordered: That the said General Order No. 94, dated July 24, 1912, be, and it is hereby, amended by striking out the words "maximum standard specified" in clause 20 of the rules thereunder approved and inserting in lieu thereof the words "the minimum standard of vision."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, June 21, 1918.

GENERAL ORDER No. 241.

In the matter of the westbound transcontinental freight rates, and the powers conferred upon the Board under Section 323 of the Railway Act.

File No. 28678.

Whereas the westbound transcontinental freight rates on specific commodities from eastern Canada to destinations in British Columbia, recognized as Pacific Coast terminals, have been in the past and are now lower than the regular scale of rates under the Canadian Freight Classification, and the said commodity rates were definitely related to the rates on the same or similar commodities shipped from the eastern states of the Union to Pacific Coast points, including those in British Columbia, until March 15, 1918, when the last-mentioned rates were increased without corresponding increases from eastern Canada;

And whereas the Director General of the United States Railroad Administration has ordered the United States carriers to increase the rates which were in effect from the eastern States immediately before June 25, 1918, by twenty-five per cent, effective from that date, and because of the competitive character of the traffic, it is expedient to continue at least the equilibrium existing before March 15, 1918,—

It is ordered: That the railway companies in Canada engaged in the said westbound transcontinental traffic be, and they are hereby, permitted to increase the present so-called commodity rates from eastern Canada so as to place them on at least an equality with the rates now in effect from the neighbouring states of the Union, and that the rates so increased be permitted to become effective not earlier than the first day of August, 1918, upon not less than five days' notice to the Board and to the shipping public by filing and posting in the manner prescribed in the Railway Act.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, July 29, 1918.

GENERAL ORDER No. 242.

In the matter of the application of the Dominion Bridge Company, Limited, of Montreal, Quebec, hereinafter called the "Applicant Company", for a ruling on the following question:

Should an idler car used to take care of an overhang from a car loaded with articles taking a commodity rate with a greater than classification minimum weight be charged two-thirds of the minimum weight of the commodity tariff or of the classification?

File No. 28483.

Upon hearing the application at the sittings of the Board held in Montreal, June 10, 1918, the applicant company, the Canadian Freight Association, and the Grand Trunk and Canadian Pacific Railway Companies being represented at the hearing, and what was alleged; and upon the report and recommendation of the Chief Traffic Officer of the Board—

It is ordered: That the authority be and it is hereby given for a change in Rule 1 (*c*) of the Canadian Freight Classification No. 16, so as to provide that the minimum weight for the first car in a series of platform cars (the longest car in the series to be considered the first car) carrying articles too long for one such car be that provided for in the appropriate tariff covering such articles, and two-thirds of the said minimum for each additional car over which the load extends.

And it is declared that the lawful charge for each additional car, used as herein described prior to the effective date of the amendment herein authorized, was and is two-thirds of the minimum weight provided for in the Canadian Freight Classification for the articles so carried, unless specifically excepted from the provisions of the said Classification in the tariff applicable.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, June 28, 1918.

GENERAL ORDER No. 243.

In the matter of the General Order of the Board No. 230 dated May 17, 1918, in the matter of the interswitching of freight traffic, and General Order No. 239, dated June 19, 1918, postponing the effective date of the said General Order No. 230 until the first day of August, 1918.

Case No. 2846.

Upon reading what is filed by the Canadian Manufacturers' Association and upon its request for further postponement of the effective date of General Order No. 230, and upon reading the protests filed by the Winnipeg Board of Trade and by the Dominion Glass Company—

It is ordered: That the effective date of the said General Order No. 230, dated May 17, 1918, be, and it is hereby, further postponed until the 1st day of October, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, July 25, 1918.

GENERAL ORDER No. 244.

In the matter of Section 292 of the Railway Act as amended by Chapter 37 of 7-8 George V, Section 8, General Order No. 39, date July 8, 1909, Circular 110, dated April 3, 1913, and Supplements thereto numbers 1 and 2 dated respectively April 30, 1918, and June 6, 1918, Circular No. 131, dated March 11, 1914, and Circular No. 161, dated March 8, 1918.

File No. 45.

Upon the report of the Chief Operating Officer to the Board to the effect that railway companies are not fully complying with the requirements of the Act in reporting accidents to the Board, and pointing out the desirability of a uniform practice on the part of railway companies in making returns of accidents, and upon his recommendation,—

It is ordered: That every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, required and directed within six days after the head officers of the company have received information of the occurrence upon the railway belonging to it of any accident, attended with personal injury to any person using the railway, or to any employee of the company, or whereby any bridge, culvert, viaduct, or tunnel on or of the railway has been broken or so damaged as to be impassable or unfit for immediate use, give notice thereof to the Board, such notice to be addressed to the Chief Operating Officer of the Board and to be made on hard paper in the forms "A" (relating to highway crossing accidents only) and "B" (relating to accidents other than those occurring at highway crossings), schedules to this order; such reports to be limited to accidents caused by transportation, that is to say where train movements are involved, and not to apply to accidents occurring in railway shops or other manufacturing establishments, the property of railway companies.

2. That in the case of derailments, collisions, and highway crossing accidents attended by personal injury, and in the case of any damage to any bridge, culvert, viaduct, or tunnel so as to render the same impassable or unfit for immediate use, the conductors or other employees of every such company shall, at the expense of the company and at the same time they report to the company, send to the Board addressed to its Chief Operating Officer a telegram containing the following information:—

(*a*) Date and place.

(*b*) Name of railway.

(*c*) Number and description of train or trains, engine or engines concerned.

(*d*) Number of passengers, employees or others killed, and injured.

(*e*) A short and concise statement of the apparent cause of the accident.

(*f*) Name and title of person sending report.

3. That where any such company grants or has granted running rights or the joint use of its line or any portion thereof to another company and the last-named company is concerned in an accident occurring on said joint section required under this order to be reported, both companies shall report to the Board as herein provided.

4. That every such railway company place before their conductors or other employees affected by the order a copy of paragraph (2) of this order directing said conductors or other employees to comply directly with the requirements of the provision.

5. That the said General Order No. 39, Circular 110 with Supplements Nos. 1 and 2, Circular No. 131, and Circular No. 161 be, and they are hereby, rescinded.

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, July 26, 1918.

SCHEDULE "A."

.... 191..

.... Railway.

REPORT to the Board of Railway Commissioners for Canada, as required by Section 292 of the Railway Act and General Order of the Board No. 244.

1. Date and hour of accident..	
2. Train..	Conductor. Engine. Engineer.
3. Province..	
4. *Place of accident*.. .. .. State if in City, Town, Village, or Township.. .. .. If in City, Town, or Village, gave name of Street; if no name, say how many crossings from station specifying direction. If in Township, give distance in miles and fraction of mile from nearest station, specifying direction, also give distance of nearest mile post of Subdivison and any other information of an identifying character..	
5. (*a*) Particulars of accident.. .. .. (*b*) Name of persons injured or killed and addresses..	
6. Was crossing protected at time of accident and if so in what manner?..	
7. Time and date, speed limitation of ten miles an hour established or watchman put on as required by Sec. 275 (Sub-sec. 4) and General Order No. 77..	
8. If any previous accident at same place subsequent to 1900, give date, if more than one accident give date of last one only..	
9. Remarks covering any other information that the Company thinks should be submitted not covered by the foregoing details..	

I certify that from inquiries made by me, or my knowledge, the foregoing return is correct.

N.B.—Use only one form for each accident, attaching plain extension sheets if insufficient space here.

Signature.. .. ..

Title.. .. ..

SCHEDULE "B."

.... Railway. .... 191..

REPORT to the Board of Railway Commissioners for Canada, as required by Section 292 of the Railway Act and by General Order of the Board No. 244.

1. Date..	
2. Hour..	
3. Train..	Conductor. Engine. Engineer.
4. Place.. .. .. Province..	
5. Name of person or persons injured or killed...	
6. Age..	
7. Passenger, employee or others..	
8. Residence..	
9. Description of injury...	
10. How accident occurred. NOTE.—If injury or damage be to a bridge, culvert, viaduct or tunnel, answer numbers 1, 2, 4, 9 and 10.	

Signature .. ..
Title .. ..

N.B.—Use only one form for each accident, attaching plain extension sheets if insufficient space here.

GENERAL ORDER No. 245.

In the matter of the complaints of the Dominion Millers' Association and the Toronto Board of Trade against the increased carload minimum weights on grain and grain products for domestic consumption, published by the railway companies to take effect April 2, 1917;

And in the matter of the application of the Canadian Railway War Board for permission to increase the minimum carload weight of flour as fixed by the General Order of the Board No. 186, dated April 4, 1917.

Files Nos. 28192 and 19475.37.

Upon the consent of the Dominion Millers' Association, the Toronto Board of Trade, and the Montreal Board of Trade, on file with the Board—

It is ordered: That Clause 4 of the General Order of the Board No. 186, dated April 4, 1917, be, and it is hereby, amended so as to provide that, until further Order of the Board, the minimum carload weight of flour shall be fifty thousand pounds when loaded in cars of the capacity of 60,000 pounds or 70,000 pounds.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, August 8, 1918.

GENERAL ORDER No. 246.

In the matter of the eastbound transcontinental freight rates, and the powers conferred upon the Board under section 323 of the Railway Act;

And in the matter of the application of W. C. Campbell, Secretary, Canadian Freight Association, Winnipeg, on behalf of the railway companies engaged in transcontinental transportation from Pacific Coast terminals in British Columbia to Eastern Canada, for permission to increase their so-called commodity rates on not less than five days' notice.

File No. 28678.

Whereas the eastbound transcontinental freight rates on specific commodities from points in British Columbia recognized as Pacific Coast terminals to destinations in Eastern Canada have been in the past and are now lower than the regular scale of rates under the Canadian Freight Classification, and are related to the rates on like commodities when shipped from the corresponding terminals in the contiguous State of Washington to eastern destinations.

And whereas by order of the Director General of the United States Railroad Administration the United States carriers increased their freight rates, including their said transcontinental rates, from June 25, 1918, by twenty-five per cent, subject to certain modifications with respect to specific commodities, and because of the competitive character of the traffic it is expedient to continue at least the said relationship—

It is ordered: That the railway companies in Canada engaged in eastbound transcontinental traffic be, and they are hereby, permitted to increase their present commodity rates from the said Pacific Coast terminals in British Columbia to destinations in eastern Canada, subject, however, as a maximum to the lowest rates now in effect from the corresponding terminals in the State of Washington on like commodities to corresponding eastern destinations, and that the rates so increased be permitted to become effective not earlier than the ninth day of September, 1918, upon not less than five days' notice to the Board and to the shipping public by filing and posting in the manner prescribed in the Railway Act.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, August 12, 1918.

GENERAL ORDER No. 247.

In the matter of the adoption of a standard signal at railway grade crossings protected by watchmen.

File No. 28428.

By Circular No. 156, dated January 15th, 1918, addressed to railway companies subject to the jurisdiction of the Bord the said companies were directed to consider the adoption of a metal disc to be used as a standard at said crossings and to file their comments with the Board within thirty days from the date of the Circular.

Upon reading the replies filed by the railway companies affected, and upon the report and recommendation of the Chief Operating Officer of the Board.

It is ordered that the railway companies within the legislative authority of the Parliament of Canada be, and they are hereby, required and directed to adopt and put into use at all grade crossings protected by watchmen during the daytime a metal disc, sixteen inches in diameter, with a short handle having a white background with the word " Stop" in large black letters and a black border.

2. That Rule 33 of the General Train and Interlocking Rules which provides that "watchmen stationed at public crossings must use a green signal to prevent persons and vehicles from crossing the track when trains are approaching" be amended to conform with the standard hereby directed to be adopted.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, August 6, 1918.

GENERAL ORDER No. 248.

In the matter of the General Order of the Board No. 188, dated April 23, 1917, approving regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track and General Order No. 216, dated January 24, 1918, further defining "Frequent Service."

And in the matter of the application of the Canadian Railway War Board for an Order amending said Order No. 188 to provide for authority to use the Brennan Signal, so-called, or a device of a similar character in lieu of manual flagging required under said Order.

Files Nos. 4135.25 and 4135.44.

Upon hearing the application at the sittings of the Board held in Ottawa, June 4, 1918, in the presence of counsel for the Canadian Pacific, the Grand Trunk, and the Canadian Northern Railway Companies, and the Michigan Central Railroad Company, the Brotherhoods of Locomotive Engineers and Firemen being represented at the hearing, no one appearing for the applicant Railway Board, and what was alleged; and reading the written submission filed in support of the application and on behalf of the said Brotherhoods of Railwaymen; and upon the report and recommendation of the Chief Operating Officer of the Board—

It is ordered: That the rules approved by said General Order No. 188 be amended as follows, namely: By (a) inserting the word "main" after the word "the" in the first line and before the word "track" in the second line of Rule One; (b) striking out the figure "3" before "(b)" of Rule 3 (b) and the words "supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level" in lines 1, 2, and 3 of said Rule, and substituting the letter "d" for the letter "a" to read "red" in the fourth line, and adding as clause "(d)" to said Rule the following: "Between sunset and sunrise and during stormy, foggy, or smoky weather conditions flagmen must be placed instead of the outer signals referred to in clause (b): (c) adding after the figure "2" in the first line of Rule 4 the words and figures "and Rule 3 (d)," and after the word "point" in the second line of said Rule 4 the words "or working point signal as the case may be," making the clause read "Trains stopped by flagmen, as per Rule 2 and Rule 3 (d), shall be governed by his instructions and proceed to the working point or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge"; (d) inserting "(b)" after the figure "3" in the first line and substituting the word "has" for the word "had" in the fourth line of Rule

5; (e) substituting the word "must" for the word "may" in the second line of Rule 6; (f) striking out the words "Frequent service shall mean nine or more trains per diem" on page 4 of the Order, and (g) adding the following regulations after Rule 7 of the Order namely:—

> 8. "Frequent service" shall mean nine or more trains a day and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.
>
> 9. That the Brennan Signal device as approved by the Board, or a signal of an equally serviceable type attached to the base of the rail, to be approved by the Board, be used to display the signals directed to be provided under Rules 3 (b) and 6 (Yellow Signal) of this Order and Rule 35 (Yellow Signal) of the Uniform Code of Operating Rules.
>
> 10. Flagmen must each be equipped for day-time with a red flag and four torpedoes, and for night-time, and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses, and a supply of matches.

2. That the said General Order No. 216, dated January 24, 1918, be, and it is hereby, rescinded.

H. L. DRAYTON.
Chief Commissioner.

OTTAWA, August 19, 1918.

GENERAL ORDER No. 249.

In the matter of the application of the undermentioned railway companies for approval of their Standard Freight Tariffs of Maximum Mileage Tolls.

File No. 28678.

The said standard freight tariffs having been filed on the basis prescribed by Order in Council, P.C. 1863, dated July 27, 1918—

It is ordered: That the following standard freight tariffs of maximum mileage tolls be, and they are hereby, approved; the rate scales of the said tariffs to be published in at least two consecutive weekly issues of the *Canada Gazette* and preceded by the following notice:—

> "The undermentioned standard freight tariffs having been filed for the "approval of the Board of Railway Commissioners for Canada, and being found "by the Board to be in accordance with Order in Council P.C. 1863, dated July "27, 1918, and having been approved by the General Order of the Board No. 249, "dated August 31, 1918, the rate scales thereof are hereby published as required "by section 327 of the Railway Act."

Algoma Central and Hudson Bay Railway	C.R.C. No.	478
Algoma Eastern Railway	C.R.C. No.	223
Atlantic, Quebec and Western Railway	C.R.C. No.	26
Boston and Maine Railroad	C.R.C. No.	1908
Canadian Northern Railway	C.R.C. No.	W-1132
Canadian Northern Railway	C.R.C. No.	E-1102
Canadian Pacific Railway	C.R.C. No.	W-2392
Canadian Pacific Railway	C.R.C. No.	E-3543
Central Vermont Railway	C.R.C. No.	1295

Dominion Atlantic Railway	C.R.C. No.	576
Edmonton, Dunvegan & British Columbia Railway	C.R.C. No.	86
Essex Terminal Railway	C.R.C. No.	484
Esquimalt and Nanaimo Railway	C.R.C. No.	402
Glengarry and Stormont Railway	C.R.C. No.	93
Grand Trunk Railway	C.R.C. No.	E-3957
Grand Trunk Pacific Railway	C.R.C. No.	298
Great Northern Railway—		
Manitoba, Great Northern Railway	C.R.C. No.	1424
Brandon, Saskatchewan and Hudson Bay Railway	C.R.C. No.	1425
Crows Nest Southern Railway	C.R.C. No.	1423
New Westminster Southern Railway Nelson and Fort Sheppard Railway Vancouver, Victoria and Eastern Railway and Navigation Company Red Mountain Railway Kettle Valley Railway	C.R.C. No.	1430
Victoria and Sydney Railway	C.R.C. No.	V-54
Halifax and South Western Railway	C.R.C. No.	F-64
Kettle Valley Railway	C.R.C. No.	174
Maine Central Railroad	C.R.C. No.	C-1566
Michigan Central Railroad	C.R.C. No.	2812
Napierville Junction Railway	C.R.C. No.	198
New York Central Railroad	C.R.C. No.	1650
New York Central Railroad	C.R.C. No.	1681
Père Marquette Railway	C.R.C. No.	2215
Quebec, Montreal and Southern Railway	C.R.C. No.	661
Quebec Oriental Railway	C.R.C. No.	37
Temiscouata Railway	C.R.C. No.	328
Toronto, Hamilton and Buffalo Railway	C.R.C. No.	1227

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, August 31, 1918.

GENERAL ORDER No. 250.

In the matter of the General Order of the Board No. 230, dated May 17, 1918, in the matter of the interswitching of freight traffic, and the General Order of the Board No. 243, dated July 25, 1918, postponing the effective date of the said General Order No. 230 until the first day of October, 1918.

Case No. 2846.

Upon reading what is filed by the Canadian Manufacturers' Association, and upon its request for further postponement of the effective date of General Order No. 230—

It is ordered: That the effective date of the said General Order No. 230, dated May 17, 1918, be, and it is hereby, further postponed until the first day of November, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, September 16, 1918.

GENERAL ORDER No. 251.

In the matter of the General Order of the Board No. 244 dated July 26, 1918, requiring and directing inter alia every railway company subject to the legislative authority of the Parliament of Canada to give notice to the Board of any accident upon the railway attended with personal injury to any person using the railway or to any employee of the company.

File No. 45.

Upon the report and recommendation of the Chief Operating Officer of the Board—

It is ordered: That the said General Order No. 244, dated July 26, 1918, be, and it is hereby, amended by inserting the words "of personal injuries" after the word "reports" in the 14th line of the first paragraph of the Order; and the words "failure of locomotive boiler or any of its appurtenances" after the word "collisions" in the first line of paragraph (2) of the order.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, October 4, 1918.

GENERAL ORDER No. 252.

In the matter of the interswitching of freight traffic.

File No. 6713. Case No. 2846.

Under the authority conferred upon it by the Railway Act, the Board hereby rescinds its General Order No. 230, dated May 17, 1918, the effective date of which was postponed from July 1, 1918, to August 1, 1918, by General Order No. 239, dated June 19, 1918, to October 1, 1918, by General Order No. 243, dated July 25, 1918, and to November 1, 1918, by General Order No. 250, dated September 16, 1918, and doth order and declare as follows:

1. For the interpretation, application, and operation of this Order,—

(*a*) " Interswitching " means the movement of freight in cars between the unloading or loading tracks of one carrier, hereinafter called the " terminal carrier ", and the point of interchange with another carrier by whom, singly or jointly with a further carrier, the said traffic has been carried from its point of shipment or is to be carried to its destination, hereinafter called, singly or jointly, the " line carrier ", both the terminal carrier and the line carrier which interchanges with the terminal carrier being subject to the jurisdiction of the Board; the said movement being performed with or without the aid of an intermediate carrier whether subject or not subject to the jurisdiction of the Board, hereinafter called the " intermediary ".

(*b*) The " interchange " means the junction between the terminal carrier and the line carrier, or between the terminal carrier and the intermediary, nearest to the point of loading or unloading of the car.

2. This order does not apply,—

(a) To tracks used by the terminal carrier for the transfer of freight between cars and its freight warehouse, or for the purpose of transhipments from car to car, nor to tracks otherwise set apart for its own working purposes, except team tracks;

(b) To joint movements which both begin and end in the same terminal or group of terminals or adjoining switching districts;

(c) To cars which, having been once properly interswitched for unloading, are reconsigned for unloading elsewhere within the same terminal or group of terminals.

3. Subject to the provisions of section 14, carriers shall at all times, according to their powers, furnish an interswitching service equal to the service accorded their own traffic at all points where interswitching facilities are, or may hereafter be, provided, under the circumstances and at the tolls herein prescribed.

Provided that no terminal carrier or intermediary shall be obliged hereunder to make any movement exceeding the distances herein specified at the tolls herein prescribed, and that the said distances be irrespective of the location of the interchange or of yard limits or boundaries.

4. The toll of an intermediary subject to the jurisdiction of the Board shall not exceed, irrespective of weight, three dollars per car for any distance within and including three miles, or three dollars and fifty cents per car for any distance exceeding three miles to and including four miles.

5. If the traffic is loaded or unloaded upon private sidings connecting with the railway of the terminal carrier, or directly from or into an industry, elevator or yard abutting upon its tracks (commonly known as industrial sidings), or in any public stockyard, the toll of the terminal carrier shall not exceed one cent per 100 pounds for the actual weight thereof, subjct to the minimum weight of the line carrier's tariff, for any distance within and including four miles from the interchange; except that the terminal carrier shall be entitled to a minimum charge of three dollars per carload of traffic included in the seventh, eighth and tenth classes of the Canadian Freight Classification, and five dollars per carload of all other traffic.

6. The toll of the terminal carrier upon all traffic other than that referred to in section 5, including traffic to or from team tracks, shall not exceed two cents per 100 pounds for the actual weight thereof, subject to the minimum weight of the line carrier's tariff, for any distance within and including four miles from the interchange; except that the terminal carrier shall be entitled to a minimum charge of six dollars per car.

7. Not less than the following proportions of the tolls herein prescribed shall be absorbed in the rate of the line carrier and the remainder shall be an addition thereto:—

(a) One-half of the tolls charged by the terminal carrier under section 5 as qualified by section 9.

(b) Of the tolls prescribed in section 6 one-half of the tolls permitted under section 5, as qualified by section 9, as if the movement were to or from private sidings.

(c) One-half of the herein prescribed or lower tolls of each intermediary, if any, whether subject or not subject to the jurisdiction of the Board.

Provided that the line carrier may, unless its tariff rate is lower, charge and collect twelve dollars per car for its haul between the interchange and the point of shipment or destination when by reason of such absorption its line charges would otherwise be less than that amount.

8. The appropriate tolls hereinbefore prescribed shall not be exceeded, for the distances herein specified, in each direction for the movement from and the return to the line carrier of so-called off-line transit traffic, and the line carrier shall be subject to the absorption provisions of section 7 only when its through rates are the sum of its published rates to and from the stop-over point.

9. If an extra car, commonly known as an idler, is used solely to take care of an overhang of long articles loaded on an open car, it shall be charged by the terminal carrier not more than two-thirds of the herein prescribed appropriate toll for the minimum weight of the line carrier's tariff, except that the terminal carrier shall be entitled to a minimum charge of three dollars per car. If interposed between two cars in the same shipment to protect an overhang from each the idler shall be charged for once only.

10. No charge shall be made for the accessory interswitching of the empty car. If the car is loaded in both directions the interswitching toll shall be charged for each movement.

11. Subject to the provisions of section 14, nothing herein contained shall prevent the line carrier from absorbing the entire toll or tolls charged for interswitching competitive traffic, provided that the traffic and movements so treated are clearly defined in its tariffs.

12. Traffic to or from the United States shall be subject to the provisions of this order at the point of shipment or destination in Canada.

13. If an exceptional rate is published to apply to or from the tracks of the carrier line only, the ordinary rate which includes the right of interswitching shall be plainly indicated in the same schedule, and the latter rate shall not exceed the former by more than the appropriate toll herein prescribed for the interswitching service.

14. Should a team track shipper expressly order his shipment to be interswitched to another carrier, notwithstanding that the initial carrier upon whose team tracks the car has been loaded can furnish at the destination thereof, itself or through its connections or by interswitching, the same delivery and facilities as the said other carrier at no greater charge, the said initial carrier may, in lieu of the toll prescribed in section 6, charge and collect its ordinary published rate to the interchange, which rate shall be a lawful additional charge against the shipment;

Provided, however, that this alternative shall not be lawful, and section 6 shall apply, if within forty-eight hours after the shipper has requested it the said initial carrier fails to place a suitable car reasonably convenient for loading.

15. In view of the services and tolls herein provided for, schedules now in effect authorizing any arrangement or device, such as free or assisted cartage, cartage allowance or the like, intended to equalize the facilities of competing carriers at common points, shall be withdrawn and cancelled within three months from the date of issuance of this order;

Provided that if a carrier deem itself entitled to any such equalization arrangement in a particular case, it may, within six months from the date of issuance of this order, or within six months following the establishment of interchange facilities at any particular point hereafter, apply to the Board for relief.

16. The schedules to give effect to this order shall be published and filed to come into force on the first day of January, 1919.

H. L. DRAYTON,
Chief Commissioner.

Dated at Ottawa, this 26th day of October, 1918.

GENERAL ORDER No. 253.

In the matter of the complaint of the Canadian Manufacturers' Association against the increased carload minimum weight for crushed stone published by the Grand Trunk, Canadian Pacific, and Canadian Northern Railway Companies, effective October 1, 1918.

File No. 28192·7

Upon hearing the complaint at the sittings of the Board held in Toronto, October 17, 1918, and what was alleged, and its appearing that certain carriers subject to the jurisdiction of the Board have published and filed schedules increasing certain carload minimum weights to conform to Circular No. 75 of the Canadian Railway War Board, dated at Montreal, August 5th, 1918—

It is ordered: That the said schedules be amended as follows, namely:—

1. To provide that the minimum weight for crushed stone and other building and paving materials, now shown as the marked capacity of the car but not less than 60,000 pounds, be the marked capacity of the car but not exceeding the actual weight when cars are fully loaded, subject to the said minimum of 60,000 pounds.

2. To provide that no greater weight shall be charged for the said materials than that to which the shipper may be restricted by the carrier by reason of any track bearing limitations.

3. That the amendments to give effect to this Order come into force not later than November 18, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, October 29, 1918.

GENERAL ORDER No. 254.

In the matter of the complaints of the Dominion Brokers, Limited, Calgary, Alta., Plunkett & Savage, Calgary, Alta., the Armstrong Growers' Association, Armstrong, B.C., and the Okanagan United Growers, Limited, Vernon, B.C., against the requirement of the Canadian Pacific Railway Company that, owing to the shortage of refrigerator cars and heaters, shippers of vegetables in British Columbia furnish stoves or other method of heating lined box cars, equipped with floor racks, in substitution for heated refrigerator cars.

File No. 18855.24.

Upon hearing the matter at Vancouver, B.C., June 6, 1918, Calgary, Alta., June 10, 1918, and Edmonton, Alta., June 11, 1918, and what was alleged, and upon reading the further submissions filed—

It is ordered: That the Canadian Pacific Railway Company, according to its powers and as required by shippers, supply heaters in all cars furnished for the receipt of vegetables in carloads, subject to the charges provided for in its published and filed tariff for cars so supplied and furnished;

And it is also ordered that heaters supplied by shippers when the said railway company is unable to comply with the provisions of this Order be returned by the said railway company, and by other railway companies subject to the jurisdiction of the Board in cases of joint movements, free of charge to the point of shipment of the said vegetables;

And it is further ordered that schedules giving effect to this Order be forthwith published and filed so as to give one day's notice to the Board.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, October 25, 1918.

GENERAL ORDER No. 255.

In the matter of the question of more adequate flagging protection on double tracks and the proposed amendment to Rule D. 35 of the "General Train and Interlocking Rules" as outlined in the Circular of the Board No. 163, dated April 9, 1918, and submitted for consideration to the Railway Companies.

File No. 4135-38.

Upon reading the replies filed by and on behalf of the railway companies subject to the jurisdiction of the Board, and the written submissions and representations made to the Board on behalf of the Brotherhood of Locomotive Engineers; and upon the report and recommendation of the Chief Operating Officer of the Board,—

It is ordered: That the "General Train and Interlocking Rules," approved by Order of the Board No. 7563, dated July 12, 1909, be, and they are hereby, amended by striking out the first paragraph of Double Track Rule 35 and substituting therefor the following:—

> "D. 35. A yellow flag or yellow light placed beside the track on the same side as the engineer of an approaching train, or, where the practice is for trains to run to the left, yellow flag or yellow light placed on the left side of the track, as well as on the same side (between tracks) as the engineer of an approaching train, so that the engineer of the approaching train shall have a clear view of said signal for a distance of at least 1,200 feet,—indicates that the track 3,000 feet distant is in condition for a speed of but six miles an hour, unless otherwise instructed, and the speed of the train will be controlled accordingly. A green flag or a green light placed beside the track on the same side as the engineer of an approaching train, or on the left side of the track, if so operated, at a point beyond the slow track, indicates that full speed may be resumed."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, November 20, 1918.

GENERAL ORDER No. 256.

In the matter of Section 276 of the Railway Act as amended by Section 7 of Chapter 37 of 7-8 George V, repealing Subsection 1 of Section 276 of the said Act, and substituting therefor the following:—

"Whenever in any city, town, or village, any train not headed by an engine is passing "over or along a highway at rail level which is not adequately protected by "gates or otherwise, the company shall station on that part of the train, which "is then foremost, a person who shall warn persons standing on, or crossing, or "about to cross the track of such railway."

And in the matter of Rule 102 of the "General Train and Interlocking Rules" paragraphs 1 and 2 of which read as follows:—

"When cars are pushed by an engine (except when shifting and making up trains in "yards where there are no public highway crossings at rail level) a Flagman "must take a conspicuous position on the front of the leading car.

"Whenever in any city, town, or village, cars are passing over or along a highway at "grade not headed by an engine moving forward in the ordinary manner, a "man must take a conspicuous position on the foremost car, or tender, if that "is in front, to warn persons on the highway."

File No. 25434.

Upon the report and recommendation of the Chief Operating Officer of the Board—

It is ordered: That paragraphs 1 and 2 of said Rule 102 of the "General Train and Interlocking Rules" be, and they are hereby, rescinded and the following substituted therefor:—

"(1) When cars are pushed by an engine (except when shifting and making up trains in yards where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates, or otherwise) a Flagman must take a conspicuous position on the front of the leading car."

"(2) Whenever in any city, town, or village, cars not headed by an engine are passing over or along a highway which is not adequately protected by gates, or otherwise, at rail level, a man must take a conspicuous position on the foremost car to warn persons on the highway."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, November 20, 1918.

GENERAL ORDER No. 257.

In the matter of the application of the Canadian Northern Railway System for an Order to amend Rule No. 33 of the "General Train and Interlocking Rules" approved by Order No. 7563, dated July 12, 1909.

File No. 4135.

Upon reading what is filed in support of the application, urging the advantages of standardization for safe and efficient operation of railways; and upon the report and recommendation of the Chief Operating Officer of the Board—

It is ordered: That Rule 33 of the said "General Train and Interlocking Rules" be struck out and the following substituted therefor:—

"33. Watchmen stationed at public road crossings must, by day, display a "standard metal disc and, by night, a green light to warn pedestrians and per"sons in vehicles that a train is approaching. Red signals must be used by them "only when necessary to stop trains."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, December 6, 1918.

GENERAL ORDER No. 258.

In the matter of Rule 26 of the "General Train and Interlocking Rules" approved by Order of the Board No. 7563, dated July 12, 1909, providing that a blue flag by day and a blue light at night be displayed at one or both ends of an engine, car, or train for the protection of workmen engaged in, under, or around cars on regular repair tracks:

And in the matter of the question of requiring additional protection of workmen so engaged as contemplated by Circular of the Board No. 150, dated January 29, 1917, and Supplement No. 1 thereto, dated November 2, 1917, as well as Supplement No. 2, dated March 17, 1913, to Circular No. 98, copies of said Circular and Supplements having been served upon the railway companies subject to the jurisdiction of the Board with the request that said companies show cause why the recommendations embodied in such Circular and Supplements should not be adopted and put in practice on their respective railways.

File No. 20847.

Upon reading the answers filed on behalf of the Companies in response to said request, the reports of the Board's Inspectors, and the recommendation of its Chief Operating Officer—

It is ordered as follows:—

1. That all railway companies within the legislative authority of the Parliament of Canada. operating by steam, be, and they are hereby, directed to display the blue flag by day and the blue light by night, required by Rule 26 of the "General Train and Interlocking Rules," at a height of five feet above rail level, on a steel frame secured to the rail; the Day signal (flag) to be 22 by 28 inches in size, set at right angles to the track, and located between the switch and the first engine, car, or train occupying the track.

2. That all switches leading to regular repair tracks of every such railway company be locked with special locks and keys carried by the foreman in charge of the repair work, or other responsible party, whose duty it shall be to see that employees and workmen, so engaged, are warned and are clear from cars or engines before any switching movement is made on such track; and also that the switches are re-locked after the switching movement is completed.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, November 25, 1918.

GENERAL ORDER No. 259.

In the matter of the specifications for railway mail cars and the application by the Canadian Railway Mail Service Branch of the Post Office Department for an Order approving the same.

File No. 3083.

Upon hearing the application at the sittings of the Board held in Ottawa, January 7, 1919, in the presence of Counsel for the Canadian Pacific, the Grand Trunk, and the Canadian Northern Railway Companies, and the Michigan Central and the New York Central Railroad Companies, the Controller of the Canadian Railway Mail Service representing the Post Office Department in person, and what was alleged; and upon reading the representations filed on behalf of the Department and the Railway Companies affected; and upon the report and recommendation of the Board's Mechanical Expert, concurred in by its Chief Operating Officer, and its appearing that all interests have agreed to the adoption of the specifications filed as amended—

It is ordered that the "Specifications for Mail Cars", dated Ottawa, May 22, 1918, submitted by the Canadian Railway Mail Service Department, as amended and corrected and on file with the Board under file No. 3083 be, and they are hereby, approved and adopted as the standard to be used by railway companies operating in Canada and within the legislative authority of the Parliament of Canada.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 13, 1919.

GENERAL ORDER No. 260.

In the matter of the General Order of the Board No. 203, dated August 11, 1917, approving the regulations for the transportation by freight of Dangerous Articles other than Explosives as amended by General Orders Nos. 206 and 207, dated respectively September 7 and October 26, 1917, and the application of the Prest-O-Lite Company of Canada, Limited, for an Order amending the regulations approved by said General Order No. 203.

File No. 1717·1

Upon reading what has been submitted in support of the application, and the recommendation of the Chief Traffic Officer of the Board, the Chairman of the Canadian Freight Association consenting for the railway companies, as appears by his letter to the Secretary of the Board, dated January 28, 1919—

It is ordered: That the regulations approved by said General Order No. 203, dated August 11, 1917, be, and they are hereby, amended, by striking out paragraph (*j*) of Rule 1861 and substituting therefor the following, namely:—

> "(*j*) Cylinders containing acetylene gas must be completely filled with "a porous material that has been tested with satisfactory results by the Bureau "of Explosives, and this material must be charged with acetone, or its equi-"valent, not to exceed 40 per cent of the interior volumetric capacity of the "cylinder. The pressure in cylinders containing acetylene gas must not exceed "250 pounds per square inch at a temperature of 70° F.
>
> "Cylinders containing acetylene gas must not be shipped unless they were "charged by the person or company by or for whom the cylinders were manu-"factured. Provided that they may be charged by a person or company having "possession of complete information, furnished in writing by the person by or "for whom the cylinders were manufactured, showing the nature of the porous "filling and solvent in the cylinders and the meaning of the test markings, "solvent indicator markings, and other markings on the cylinder."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, March 17, 1919.

GENERAL ORDER No. 261.

In the matter of the General Order of the Board No. 102, dated February 17, 1913, approving " Regulations with respect to Railway Safety-Appliance Standards ".

File No. 11654.23.

Whereas reports made to the Board show a large number of accidents—sometimes resulting fatally—to railway employees because of defective coupler attachments used by railway companies;

And whereas the Master Car Builders' Association has approved an equipment dispensing with the use of links, clevises, or chains;

Upon reading what has been filed by the different railway companies affected, and for the purposes of uniformity and the safety of railway employees—

It is ordered that the " Regulations with respect to railway safety-appliance standards " approved under said General Order No. 102, dated February 17, 1913, be, and they are hereby, amended by adding at the end of the provision under the heading " Uncoupling-Levers " at the top of page 12 of said regulations the following, namely:—

> " Cars built after June 1, 1919, must be equipped with coupler operating " lever connected direct with coupler lock or lock lift without the use of links, " clevises, or chains ".

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, March 18, 1919.

CIRCULAR No. 163.

OTTAWA, April 9, 1918.

Flagging Signals Double Track—Rule 35, General Train and Interlocking Rules.

File 4135·38.

The Board has under consideration the matter of more adequate flagging protection on double tracks and I give you below draft of order which it is proposed to issue in this connection:

> " On double track where trains run to the left a yellow flag on two staffs, or a yellow light 5′ above rail level placed to the left side of a track as seen by an engineer of an approaching train, with a yellow flag, or a yellow light, as a marker placed on the opposite side of the track to be protected, indicates that the track 3000′ distant is in condition for a speed of but 6 miles an hour, unless otherwise instructed, and the speed of trains will be controlled accordingly. A green flag, or a green light, placed beside the track on the left hand side as seen by an engineer of an approaching train, at a point beyond the slow track, indicates that full speed may be resumed".

Railway companies subject to the jurisdiction of the Board are requested to file within thirty days from the receipt of this circular such comments as they may wish to make thereon.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 164.

OTTAWA, April 15, 1918.

Preventable accidents to railway employees.

File No. 28293.

The Board notes from its reports that a considerable number of accidents result from employees attempting to get on or off moving cars or engines, or attempting to crawl under moving cars, or to get through moving cars between or over couplers. The following detail shows the situation for the years 1916 and 1917, as disclosed in the Board's reports—

	1916.		1917.	
	K.	I.	K.	I.
Jumping off train in motion..	5	14	1	28
Attempting to board train..	2	14	2	26
Adjusting couplers, coupling and uncoupling.	5	39	5	53
Crawling under cars..	..	1	..	1
Crawling through cars over couplers..	1	..	..	7
Caught while passing through cars between couplers..	3	4	..	..
Riding on pilot of engine..	2	2	1	3
	18	74	9	118

The employees killed in 1916 from the classes of accidents above set out amount to 15 per cent of the total employees killed, while for 1917 the figures are 5·7 per cent. Those injured represent for 1916, 9·5 per cent and for 1917, 10 per cent.

This represents a preventable injury; and the Board desires each railway subject to its jurisdiction to bring this matter, by bulletin or other publication, properly before the attention of its employees, so as to prevent in so far as possible the occurrence of such accidents.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 165.

OTTAWA, April 19, 1918.

Accidents to railway employees where two main tracks parallel each other.

File 28433.

The following rule has been adopted by some railways under the Board's jurisdiction for the protection of employees where two main tracks parallel each other and are less than twenty feet from centre to centre, viz.:

> Where two main tracks parallel each other and are less than twenty feet from centre to centre, whether such tracks are for double or single track operations, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

The Board desires to be informed by all railways within its juridiction whether they have such a rule in effect, and if not, what, if any, objection they would urge against the rule in question being applied generally.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 166.

OTTAWA, April 30, 1918.

Inspection and testing of locomotive boilers and their appurtenances.

File 16513.

Under clause 46 of General Order No. 78, dated July 14, 1911, railway companies are required to file not less than once each month and within fifteen days after each inspection, a report of inspection of each locomotive used by a railway company.

I am directed to ask that such reports also show conditions of nettings, dead plates, ash pans, dampers, and slides of locomotives and that the Inspector who makes the inspection sign the report as to the conditions.

By order of the Board.

A. D. CARTWRIGHT.
Secretary.

CIRCULAR No. 167.

OTTAWA, June 19, 1918.

Rules for wires erected along or across railways—General Order No. 231.

Case 4704.

The Board is in receipt of inquiries in regard to the scope of General Order No. 231, dated May 6, 1918, containing rules for wires erected along or across railways, and as there appears to be some misunderstanding as to whether an order is necessary where construction is along the railway, I am directed to state that the amending provision, section 7, chapter 22, of the Statutes of 1911, dispensing with the necessity of an order where the railway company consents, as set forth on page 2 of General Order No. 231, as printed, applies only to construction *across* the railway.

Where the wires or other conductors are to be erected *along* the railway an order of the Board is therefore necessary.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 168.

OTTAWA, July 16, 1918.

Destruction of Stations by Fire, etc.

File 28780.

With respect to stations destroyed by fire or other cause, all railway companies subject to the jurisdiction of the Board are hereby required to report to it the particulars of the destruction of such station buildings, whether by fire or otherwise, immediately after the occurrence.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 169.

OTTAWA, July 18, 1918.

Equipment Returns.

File No. 6623.

Referring to the Board's Circular No. 85, this is to advise that the monthly statement of cars held for repairs may now be discontinued, as this information is now required to be filed under Circular No. 153. The filing of the semi-annual equipment report must, however, be continued, same being promptly mailed to the Chief Operating Officer of the Board.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 170.

OTTAWA, August 13, 1918.

Automatic Train Stop.

File 28840.

In view of the frequency of accidents, as shown by reports made to the Board from time to time, indicating that some grave consideration should now be given by Canadian railways to the question of the advisability of adopting an effective automatic train-stop device, the Board, in full realization of the necessities of the situation brought to its attention, desires an expression of the views of each railway company under its jurisdiction upon the subject after full consideration and investigation has been given by the railways.

It is suggested that the Canadian Pacific, Grand Trunk, Michigan Central, Canadian Northern, St. Lawrence and Adirondack, Grand Trunk Pacific, and Toronto, Hamilton and Buffalo Railway Companies should appoint a special committee to consider the matter, a report as to progress to be made to the Board within 90 days from this date.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 171.

OTTAWA, September 25, 1918.

Disinfecting passenger cars that have been occupied by patients suffering from contagious or infectious diseases.

File No. 1708·3.

Railway companies subject to the jurisdiction of the Board are required to issue instructions to conductors of trains carrying passengers, to report, immediately, to the proper officer, any case, or cases, that they know of or have reason to suspect, of a passenger, or passengers, suffering from contagious or infectious diseases, having travelled in any of the cars in their trains; and, furthermore, instruct the official designated to have such car, or cars, removed from service and thoroughly disinfected in accordance with clause 5 of General Order No. 35, before permitting the same to go into service again.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 172.

OTTAWA, September 25, 1918.

Uniform Maintenance of Way Flagging Rules.

File 4135.25.

The Maintenance of Way Flagging Rules as set forth in General Order No. 188, dated April 23, 1917, have been amended by General Order No. 216 of January 24, 1918, and General Order No. 248 of August 19, 1918.

On order that there may be no misunderstanding in regard to these rules, I am sending you herewith a copy of the Rules as they now stand with the amendments called for in General Orders 216 and 248.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

OTTAWA, September 25, 1918.

UNIFORM MAINTENANCE OF WAY FLAGGING RULES.

RULES OF GENERAL ORDER NO. 188 AS AMENDED BY GENERAL ORDER NO. 248.

1. Before undertaking any work which will render the main track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the company shall protect the same as follows:

2. (*a*) on double track; (*b*) on three or more tracks; (*c*) in mountain territory; and (*d*) on all lines with frequent or fast train service—

Send out a flagman in each direction with stop signals, at least—

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines (*a*) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:—

(*b*) By day place a red flag and, in addition, by night a red light,—on the same side of the track as the engineer of an approaching train so that will be clearly in his view, at least—

3,600 feet from the defective or working point, if there is no down grade towards the obstruction.

5,400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(*c*) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

(*d*) Between sunset and sunrise and during stormy, foggy, or smoky weather conditions flagmen must be placed instead of the outer signals referred to in Clause (*b*).

4. Trains stopped by flagman, as per Rule 2 and Rule 3 (*d*), shall be governed by his instructions and proceed to the working point or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per Rule 3 (*b*) shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6. In the event of train order protection being provided the defective or working point must be marked by signals placed in both directions as follows:

Yellow flags by day and in addition yellow lights by night, 3,600 feet from the defective or working point; red flags by day, and in addition red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1,200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

8. "Frequent service" shall mean nine or more trains a day and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.

9. That the Brennan Signal device as approved by the Board, or a signal of an equally serviceable type attached to the base of the rail, to be approved by the Board, be used to display the signals directed to be provided under rules 3 (*b*) and 6 (yellow signal) of this order and rule 35 (yellow signal) of the Uniform Code of Operating Rules.

10. Flagmen must each be equipped for day time with a red flag and four torpedoes, and for night time, and when weather or other conditions obscure day signals,

with a red light, a white light, four torpedoes, three red fusees, and a supply of matches.

And it is further ordered that the foregoing rules be printed in the working timetables of the said railway companies for the guidance of all employees.

Subdivisions to be named setting out which of the rules are applicable to each.

CIRCULAR No. 173.

OTTAWA, November 15, 1918.

Employment by Railway Companies of trackmen under physical disability as regards hearing and eyesight.

File No. 1750.17.

The Board has given careful consideration to the matter of employment by railway companies of trackmen suffering disability from defective hearing and eyesight, and to accidents resulting therefrom, and while realizing the desirability, owing to the present shortage of unskilled labour, of hampering the railway companies as little as possible in their selection of this class of labour, it is of the opinion that where a trackman is employed the foreman engaging him might reasonably satisfy himself that the candidate for employment suffers no such serious physical disability with respect to hearing and eyesight as will render him specially liable to accident or increase the hazard of the employment for which he is engaged; and the co-operation, as far as possible, of the railways is therefore asked in furtherance of this protection.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 174.

OTTAWA, December 11, 1918.

Hand Rails and Small Foot Rests on the outside of locomotives, and railing on tender to prevent men from slipping off when they are passing over the tender or when the locomotive is taking coal or water.

File 22223.

I am directed by the Board to ask that you furnish, within thirty days of the date of this circular a statement giving the number of engines equipped by your company in compliance with General Order of the Board No. 171, dated August 1, 1916, and the number still to be equipped.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 175.

OTTAWA, February 24, 1919.

Re Interswitching Tickets or Receipts.

File 6713.158.

Railway companies subject to the jurisdiction of the Board using, or proposing to use, a special form of local shipping receipt or switching ticket, in lieu of the approved bill of lading, to the point of transfer for interswitch movements, are required to furnish the Board, at the earliest possible date, with two specimen copies of the form used, or proposed to be used.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

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